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## ATCHISON, KANS.

Corn Belt Grain Co., recvrs. and shippers of grain.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## BALTIMORE, MD.

Baltimore Commission Co., grain, commission.  
Blackburn & Co., C. E., gr's recvrs., exporters.\*  
Bolgiano & Son, J., dealers in field seeds.  
Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fahy & Co., John T., gr's recvrs. and expts.\*  
Hammond, Snyder & Co., recvrs., exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herser & Son, Gustav, grain, seeds, hay.  
Johnston Co., Thos., grain receivers.\*  
Jones & Co., E. O., grain and hay.  
Kierwan Bros. Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Muller Co., Louis, recvrs. and exporters.\*  
Pitt Bros. & Co., recvrs. and exporters.\*  
Robinson & Jackson, grain receivers.\*

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain, feed shippers.

## BOSTON, MASS.

Alpine-McLean Co., The, hay and grain.  
Bass Co., H. L., hay and grain commission.  
Cressey, Fred L., hay, grain, millfeed coman.  
Eddy, Inc., O. F. & G. W., grain and hay.  
Fairchild, S. E., grain and millfeed.  
Heathfield & Son, T. D., hay and grain brokers.\*  
Phelps Bros., grain, hay, straw.  
Randles Co., The D. W., grain and millfeed.  
Ronald, Thos., domestic and export broker.  
Soper & Co., J. E., wheat, corn, oats.

## BOURBON, IND.

Delp, Ettinger & Co., grain and mill feeds.

## BOZEMAN, MONT.

Messers-Berglund Grain Co., Mont. oats and barley.\*

## BUFFALO, N. Y.

Alder & Stoter, grain commission.  
Buffalo Cereal Co., grain.\*  
Burns-Yantis Grain Co., grain commission.\*  
Churchill Grain & Seed Co., buyers, shippers.  
Electric Grain Elevator Co., grain buyers.\*  
Gallagher, Wm. B., salvage grain.  
Giesel & Co., Geo. H., grain, millfeed.  
Globe Elevator Co., grain commission.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., barley.\*  
Pratt & Co., grain commission.  
Ratcliffe, S. M., grain and hay.\*  
Rubins & Bruzo, grain receivers and shippers.\*  
Townsend-Ward Co., grain commission.  
Waters, Henry D., grain commission.  
Wohlers Grain Co., grain, millfeed.

## CAIRO, ILL.

Antrim & Co., H. S., grain and hay.\*  
Cunningham Chas., grain receiver and shipper.  
Halliday Milling Co., H. L., grain.\*  
Redman, Magee & Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IOWA

Jackson Grain Co., grain buyers, shippers.  
White Cereal Co., T. G., wheat wanted.

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Baird Co., C. R., grain, hay and cow peas.  
Cook & Ballard, brokers.

## CHICAGO, ILL.

Anderson & Co., W. P., grain commission.\*  
Armour Grain Co., grain buyers.\*  
Armstrong, B. S., grain commission.  
Bailey & Co., R. W., grain commission merchants.\*  
Bennett & Co., Jas. H., recvrs., shippers.\*  
Bentley, O. S., grain commission.  
Bogert, Malby & Co., commission merchants.\*  
Burns-Yantis Grain Co., recvrs., shippers.\*  
Cooke, M. E., grain commission merchant.  
Crighton & Co., grain commission.\*  
Dickinson Co., The Albert, seeds.

## CHICAGO—Continued.

Dole & Co., J. H., grain and seeds.\*  
Doyle Bros., hay and grain.  
Ervia & Co., W. C., grain buyers and shippers.\*  
Finney, Sam., commission.\*  
Fitch & Co., Walter W. K., Mitchell, Mgr.  
Fraser Co., W. A., grain commission.\*  
Fresman Bros. & Co., grain, hay, straw.  
Geertsberg & Co., grain, seeds.\*  
Hately Bros., grain and provisions.  
Hooper Grain Co., recvrs., shippers.\*  
Hunter, W. W. & O. L., grain and feed.\*  
Lamson Bros. & Co., consignments solicited.\*  
Lynch & McKee Co., grain commission.  
Merchants Grain Co., commission merchants.\*  
Merritt & Co., W. H., grain, seeds.\*  
Fayrer, E. M., grain commission.\*  
Peavey Grain Co., recvrs., shippers.\*  
Perrine & Co., W. H., grain and commission.  
Pope & Eckhardt Co., grain and seeds.  
Pringle & Wing, options, grain and provisions.  
Requa Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.\*  
Rogers Grain Co., buyers and shippers.\*  
Rosenbaum Bros., recvrs., shippers.\*  
Runney & Company, grain commission.\*  
Sayers, A. R., grain commission.\*  
Schiffelin & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Somers, Jones & Co., grain and field seeds.  
Stucers & Co., Chas. W. T., stocks, Chicago grain.  
Thayer & Co., Clarence H., commission.\*  
Van Ness, Gardner B., grain commission.  
Wagner, E. W., receiver and shipper.\*  
Ware & Leland, grain, seeds.\*  
Wells & Co., T. E., grain commission.\*  
Whans & Co., F. E., grain and seeds.\*  
Wright & Co., John F., grain commission.

## CINCINNATI, O.

Allen & Munson, grain, hay, flour.\*  
Brown & Co., H. W., grain and hay.\*  
Brown & Co., W. L., recvrs. and shippers.  
Consolidated Grain & Hay Co., grain, hay.  
Early & Daniel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Ferguson & Co., August, grain, hay, millfeed.\*  
Gale Bros. Co., grain, hay, feed.  
Interstate Grain Co., recvrs. and shippers.\*  
Standard Hay & Grain Co., grain and hay.\*  
Union Grain & Hay Co., grain and hay.\*  
Weldler Co., The Sam W., grain, hay, flour.\*

## CLEVELAND, O.

Balley, E. L., grain and millfeed.\*  
Cleveland Grain Co., The, recvrs. and shippers.\*  
Schmitt, H., grain, hay, straw.\*  
Sheets Bros. Eltr. Co., The, grain, hay, straw.  
Star Eltr. Co., recvrs. grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay.\*  
Union Elevator Co., grain, hay, straw.\*

## COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

McAllister & Co., Jas. F., grain and hay.  
Seeds Grain & Hay Co., grain and hay.\*

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.\*

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*  
Dumont, Roberts & Co., grain.

## DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.\*  
Ayres Merc. Co., The F. O., grain and hay.\*  
Best & Co., J. D., grain and hay.  
Cash Commission Co., grain and hay.  
Crescent Mill & Eltr. Co., flour and grain.  
Empire Feed & Fuel Co., hay and grain.  
Harrington-Flumer, Inc., Co., grain and hay.  
Harrington M. & E. Co., hay and grain.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Scott E. E., broker, grain, cottonseed meal, bags, etc.  
Thompson Merc. Co., W. F., hay and grain.

## DETROIT, MICH.

Dumont, Roberts & Co., recvrs., shippers.  
Lapham & Co., J. S., recvrs. & shippers of grain.

## DULUTH, MINN.

Rich, J. S., dealer in grain, flour, millstuffs.  
Turle & Co., grain commission.

## ENID, OKLA.

The Enid Wholesale Grain Co., grain.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEX.

Kelp, E. R. & D. C., grain and seed dealers.

## GALVESTON, TEX.

Fordtran, J. S., grain commission merchant.  
Jockusch, Davison & Co., grain, hay, exporters.  
Wiscord Grain Co., wholesale grain eltr. facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HARRISBURG, PA.

Harrisburg Feed & Grain Co., grain, feed, hay.\*

## HOUSTON, TEX.

Ervine & Co., J. E., grain, hay receivers.  
South Texas Grain Co., wholesale grain dealers.

## INDIANAPOLIS, IND.

Bassett Grain Co., The, grain and commission.\*  
Brazford & Son, J. M., grain merchants.  
Cooper & Oddy, grain and hay commission.  
Files Grain Co., grain com'n's merchants.  
Finch & McComb, grain commission.  
Jordan & Montgomery, grain and commission.  
Kinney, H. E., receiver and shipper.\*  
Shotwell, C. A., grain, flour, commission.  
Star Elevator Co., grain and hay commission.

## JACKSON, MICH.

Stockbridge Elevator Co., grain, beans, hay.\*

## JACKSONVILLE, FLA.

Browder & Haym, brokers, grain, hay.  
Southgate & Co., T. S., grain and hay.

## JERSEY CITY, N. J.

Long Dock Mills & Eltr., grain and hay.

## KANSAS CITY, MO.

Beach Grain Co., grain receivers.  
Davis & Co., A. C., grain commission.  
Ernst-Davis Grain Co., commission.\*  
Fowler Commission Co., recvrs. and shippers.  
Goffe & Carlsner, recvrs. and shprs. of grain.\*  
Grande & Lint Grain Co., recvrs., shippers.\*  
Missouri Grain Co., grain receivers.  
Kemper Grain Co., The, grain.  
Lichtig Grain Co., Henry, recvrs., shippers.  
Moore-Lawless Grain Co., grain receivers.  
Moos Grain Co., barley a specialty.  
Norris Grain Company, commission, recvrs., shprs.  
Pelraon-Lathrop Grain Co., commission merchants.  
Roshen-Carey Grain Co., grain, flour, millfeed.  
Simonds-Shields Grain Co., grain and seeds.  
Smith & Son, J. Sidney, recvrs., shippers.  
Steele & Co., H. H., grain and seeds.  
Thresher Fuller Grain Co., grain commission.  
Tomlin Grain Co., J. B., kaffir corn.  
Vanderpool-Lynde Co., grain commission.  
Waldron Grain Co., recvrs. and shippers.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KNOXVILLE, TENN.

East Tenn. Feed Co., recvrs., shprs., hay, grain, feed.

## LA FAYETTE, IND.

Heinmiller, F. G., grain shippers.

## LEXINGTON, KY.

Frost, David G., grain, seeds and hay.

## LOUISVILLE, KY.

Bingham-Hewett Grain Co., recvrs. & shprs. grain.\*  
Brandels & Son, A., recvrs. and shippers.\*  
Callahan & Sons, electric eltr., recvrs. of grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oats, hay and grain.  
Thomson & Co., W. A., grain receiver.  
Verhoff & Co., H., recvrs. and shippers grain.\*  
Zorn & Co., S., grain.\*



# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## LYNCHBURG, VA.

Peters, McHenry, grain and hay brokers.

## MEMPHIS, TENN.

Brode & Co., F. W., cottonseed meal.  
Clarke, Burke & Co., grain and hay commission.  
Davis & Andrews Co., grain dealers.\*  
Hansenwinkle Co., H. J., grain and hay.\*  
Jones & Rogers, grain dealers.\*  
McLaughlin Coal & Grain Co., grain and hay.\*  
Pease & Dwyer Co., receivers and shippers.\*  
Wade & Sons, John, grain and hay commission.\*  
Webb & Maury, grain and hay.\*

## MIDDLEPOINT, O.

Pollock, H. G., track buyer, ear corn a specialty.

## MILWAUKEE, WIS.

Bell & Co., W. M., grain and seeds.  
Bartlett & Son Co., L., grain commission.\*  
Courteen, S. G., field seeds.  
Donohue, P. P., grain, feed, mlg. wheat a split.  
Fagg & Taylor, grain merchants.  
Frankie Grain Co., grain and feed.  
Gifford, L. W., grain commission.  
Johns, Jr., Co., H., commission grain, hay, feed.  
Johnstone, A. L., grain commn. Wis. rye specialty.  
Kamm & Co., P. C., barley and rye.\*  
Wirtz Grain Co., Raymond, shippers.

## MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.  
Cargill Commission Co., grain commission.  
Cargill Elevator Co., field seeds.  
Cooper Commission Co., receivers, shippers.  
Dakota Cereal Co., grain, barley and oat specialists.  
Davies & Co., F. M., grain commission.  
Getchell-Tanton Co., grain commission.  
McDonald & Wyman, grain commission.  
Minnesota Grain Co., grain commission.\*  
McIntyre-Frederick Co., grain commission.  
Randall, Gee & Mitchell, grain commission.  
Stair, Christensen & Timmerman, Com'n Merchants  
Van Dusen-Harrington Co., commission.\*  
Welch Co., E. L., grain commission.

## MOBILE, ALA.

Bradley & Co., James I., wholesale grain brokers.

## NASHVILLE, TENN.

Hareh & Co., Alex. C., receivers and shippers.  
Hughes Warehouse & Etr Co., grain.  
Kendrick-Roan Grain & Etr. Co., recvrs., shprs.\*  
Miller & Co., grain commission.\*  
Wilkes & Co., J. H., recvrs. and shprs. grn., hay.\*

## NEWARK, N. J.

Smith & Wallace Co., J. C., recvrs., shippers.

## NEW ORLEANS, LA.

Barr, R. J., export grain broker, forwarding agt.  
Leonhardt & Co., A. F., grain and hay.\*

## NEW YORK CITY.

Bradshaw Co., popcorn and cereals.  
Cleasman & Stenson, buyers of cash grain.  
Cushing & Brandt, grain and cotton seed oil.\*  
Forbell & Kipp, grain commission.\*  
Morey Co., L. A., grain brokers.  
Morris & Co., Chas. B., grain, feed, hay.

## NEW YORK CITY—Continued.

Keusch, Otto, off grade grain, grain broker.\*  
Raney, Charles C., grain, hay, feed.\*  
Reinhardt & Co., Geo. N., grain and hay.

## NORFOLK, VA.

Powers, L. W., wholesale broker, grain, hay, feed

## OKLAHOMA CITY, OKLA.

Kolp, E. R. & D. C., grain and seed dealers.

## OMAHA, NEB.

Beal-Vincent Grain Co., receivers, shippers.  
Cavers Elevator Co., receivers and shippers.  
Chambers, W. H., grain broker.\*  
Conrad, J. H., grain, established 1884.  
Huntley, E. E., grain commission.  
Lyons & Son, Geo. H., grain brokers.  
Merriam & Holmquist Co., recvrs. and shippers.  
Nordstrom Grain Co., E. A., gen. grain dealers.  
Nebraska-Iowa Grain Co., receivers and shippers.  
Newinger, C. E., grain broker.  
Nye-Schneider-Fowler Co., receivers, shippers.  
Roberts Grain Co., grain commission.  
Thompson Grain Co., grain dealers.  
Transmississippi Grain Co., receivers and shippers.  
Updike Grain Co., grain dealers.  
Weekes Grain & L. S., commission merchants.  
Welsh-Paddock Co., grain merchants.

## PEORIA, ILL.

Miles, P. B., & C. C., grain commission.\*  
Tyng, Hall & Co., grain commission.\*  
Van Tassel Grain Co., receivers, shippers.\*

## PHILADELPHIA, PA.

Baringer, M. F., grain and mill feed.\*  
Buckley & Co., J. M., receivers and shippers.  
Clevenger, S. J., buyer and commission.  
Delip, Ettinger & Co., grain and mill feeds.  
Dunwoody Co., Ezi, flour, grain feed.\*  
Edenborn, Harry M., grain broker.  
Fraser, C. C., grain broker.  
Killpatrick & Co., John A., grain, hay, straw.  
Miller & Sons, J. F., grain, seed, hay.\*  
Pultz & Co., J. B., grain and feed.  
Rosenkrans-Snyder Co., grain and mill feeds.  
Richardson Bros., grain, flour, millfeeds.  
Rogers & Co., E. L., grain, hay.\*  
Sittes, A. Judson, grain and millfeed.  
Walton Bros., grain and feed.\*

## PIQUA, OHIO.

Kress, Harry W., track buyer grain, hay, straw.\*

## PITTSBURG, PA.

Clark Grain & Hay Co., grain and hay.  
Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.  
Herb Bros. & Martin, grain, hay, feed.  
McCaffrey's Sons Co., Daniel, grain, hay.\*  
McCague, R. S., grain, hay.\*  
Morton Grain & Hay Co., grain, hay, feed.  
Smith & Co., J. W., grain, hay, feed.  
Stewart, D. G., & Geldel, grain, hay, feed.\*  
Walton, Sam'l, grain and hay.

## PORTLAND, ME.

Merrill, Edward P., grain broker.

## RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

## RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.\*  
Fairbank & Co., S. G., grain, hay, seeds.

## SAGINAW, MICH.

Carr Co., The H. W., shprs. oats, rye, hay.

## SAVANNAH, GA.

Browder & Haym, brokers, grain, hay.

## SIOUX CITY, IOWA.

Ballard Co., F. C., receivers, shippers, options.  
Central Grain Co., grain merchants.  
Fields & Slaughter Co., grain, hay, feed.  
Interstate Grain Co., buyers and shippers.  
Shepherdson Co., M. T., grain dealers.

## ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.  
Gordon, T. P., grain dealer and broker.\*

## ST. LOUIS, MO.

Byrne & Co., Daniel P., grain, hay, seeds.\*  
Connor Bros. Co., grain.  
Fresch Grain Co., Chas. M., comen. futures.  
Goffe & Carlsner Co., grain commission.  
Green Com. Co., W. L., grain.\*  
Mullally Com. Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Orthwein Grain Co., Wm. D., grain.  
Picker & Beardsley, grain and grass seed.\*  
Slack-Fuller Grain Co., grain commission.

## SPRINGFIELD, ILL.

Brainerd, James L., grain buyers and shipper.

## TERRE HAUTE, IND.

Bartlett, Kuhn & Co., receivers and shippers.\*

## TOLEDO, O.

Coon Grain Co., The J. J., grain and seeds.\*  
DeVore & Co., H. W., grain and seeds.  
Goemanns Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
McCabe Grain Co., grain and seeds.  
Morehouse & Co., W. H., grain and seeds.  
National Milling Co., cash buyers wheat.\*  
Paddock-Hodge Co., The, grain, seeds.\*  
Rundell & Co., W. A., grain, seeds.\*  
Southworth & Co., grain commission.\*  
The Toledo Field Seed Co., clover, timothy.  
The Toledo Salvage Co., salvage grain.  
Wickenheiser & Co., John, grain, millfeed.\*  
Zahn & Co., J. F., grain, seeds.\*

## TOPEKA, KANS.

Gall, J. E., strictly commission business.  
Jolley & Blanchard, grain merchants.

## TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

## VERNON, TEX.

Texas-Oklahoma Grain Co., grain, seeds, hay.

## WICHITA, KANS.

Empire Grain Co., wholesale grain.  
Kolp, E. R. & D. C., grain and seed dealers.  
Norris Grain Company, commission, recvrs., shprs.  
Robb, J. C., milling wheat and consignments.  
Thompson, H. C., alfalfa meal.  
Western Grain Co., The, wholesale grain, seeds.

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CONSIGNMENTS AND

CORRESPONDENCE SOLICITED

Brandeis Building Omaha, Neb

## The Updike Grain Company

OMAHA, NEB.

All Kinds of Grain for Sale

Originating all grain at 100

country elevators in Nebraska

ASK FOR PRICES

## CAVERS ELEVATOR COMPANY

OMAHA, NEB.

**GRAIN BOUGHT and SOLD**  
**CONSIGNMENTS SOLICITED**

Write or phone us for prices on WHEAT, OATS,  
CORN, BARLEY, RYE or MILL-FEED.

## SHIPPERS ATTENTION!

We want your business and we are going to work  
hard to get it. If hard work and first-class service  
count for anything, we know we will get it.  
Give us a trial shipment.

**ROBERTS GRAIN CO.**  
728-730 Brandeis Bldg., OMAHA, NEBR.

## Welsh-Paddock Co.

GRAIN MERCHANTS

Correspondence and Consignments Solicited

846 Brandeis Bldg., OMAHA, NEB.

## WHEAT TABLES

On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels, reduce  
any number of pounds up to 4,090 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing  
the dockage of any quantity up to 4,090 lbs., at 1, 2, 3 and 5 lb. dockage  
are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,090 lbs. to  
bushels of 60 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six  
tables will be sent, prepaid, for 50 cents. GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.

## FRANK TAYLOR

GRAIN BROKER

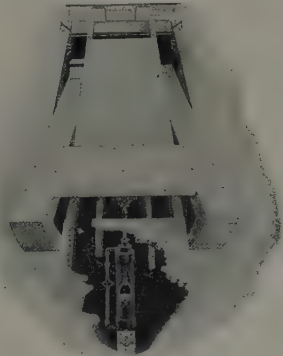
Connections wanted with Eastern  
and Southern houses.

859 Brandeis Bldg., Omaha, Neb.



## NO BROKEN LEGS

to pay for, no more accidents to fractious teams when your wagon dump is equipped with a Reliance Automatic Dump Controller.



Easily attached to any wagon dump, and gives absolute control over its movements. Simple in construction. See cut. Buy now and be ready when your dump works overtime in handling the new crop.

Sent on 30 Days trial. **RELANCE CONSTRUCTION CO., Indianapolis, Ind.**

C. W. Amos of Hedrick, Ind. writes, "We have tried your Reliance Dump Controller and find it to be a dandy. We can control any load. Please ship us another one immediately."

## Want a Job?

—Advertise in the Situations Wanted columns of the Grain Dealers Journal

The ONLY Car Loader That Will Not Damage the Grain.

## COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind., August 15, 1907.

Mattoon Grain Conveyor Co., Mattoon, Ill.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,

KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

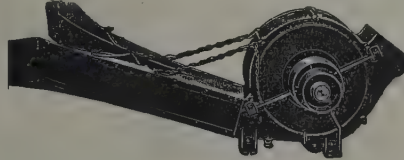
The ONLY Machine that Will Clean and Load at the Same Time.

For Descriptive Circular and Prices — Address:

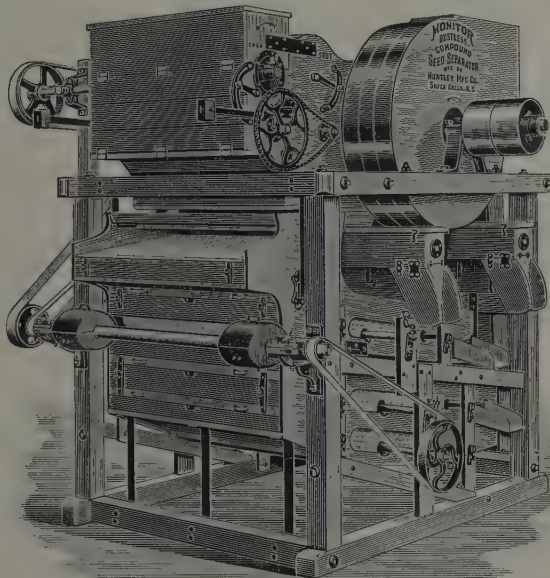
**Mattoon Grain Conveyor Co. MATTOON, ILL.**

## A 100% INVESTMENT

In January 1904 H. O. Barber & Son, of Hickman, Neb., bought a Boss Car Loader. Last month they ordered their first repair and in the letter they said: "The loader is all right. Pays for itself every year. Would not do without it." Just think what this would mean if your whole plant did as well and remember this is from people who have used the machine more than five years. So you can see what it will do for you; we will be glad to send you one on trial so that if you are not satisfied with it in every respect you may return it at our expense. Write for description and prices of the different sizes.



**Maroa Mfg. Company MAROA, ILL.**



**THE MONITOR**  
SEED Polisher,  
Cleaner,  
and Separator.

Fully protected by patents.

## THE DEAD SEED

in clover and alsyke separated without loss in shrinkage.

Perfect separations of  
**TIMOTHY SEED from ALSYKE**

That's the class of work our most prominent seed dealers have to do, and they do this work on the  
**"MONITOR"**

NO OTHER SEED CLEANER has the same principles, quality of construction or the endorsement of as many prominent seed dealers.  
**LET US TELL YOU WHY.**

Send for list of users.

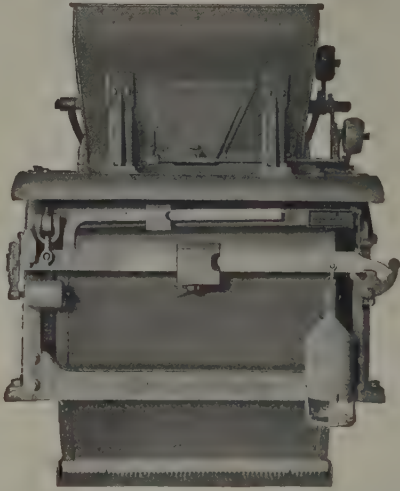
**Huntley Mfg. Co.**  
Silver Creek, N. Y.

The World's Largest Manufacturers of Grain Cleaning Machinery



## AN AUTOMATIC SCALE

*Not an Automatic Puzzle*



### Sonander Automatic Hopper Scale

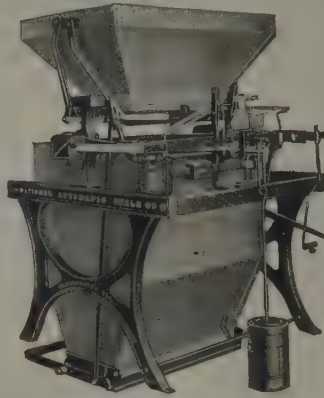
is broadly guaranteed to handle a greater variety of grains, whole or ground, and do a wider range of work with greater ease and greater accuracy than any other automatic scale now on the market.

*Requires less space than others.*

The Winters-Coleman Scale Co.  
SPRINGFIELD, OHIO.

## The NATIONAL

Is the Automatic Scale you have been looking for. A scale that will cause you no worry and one that



you can swear by. A scale that will accurately weigh your grain while you do something else.

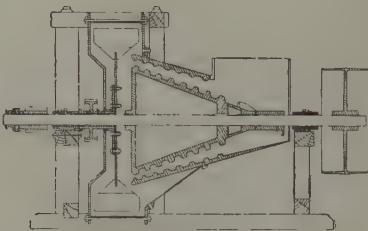
**TO OPERATE:**  
Turn on the grain and "let go." It is a scale and should be balanced occasionally. Your grain may not be in No. 1 condition and you may elevate very irregular, but you can't fool the NATIONAL.

The simplicity of the NATIONAL, together with our long experience in the manufacture of automatic scales, enables us to offer this high-class machine at a surprisingly low figure. It is sold on approval. Address

## The NATIONAL Automatic Scale Co.,

215 E. Douglas St. Bloomington, Ill.

## The Improved U. S. Corn Sheller Is Now Ready



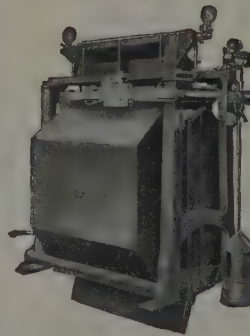
Second Patent Pending

It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

**B. S. CONSTANT CO.**  
Bloomington, Ill.

## Fairbanks Automatic Scales

### HIGHEST DEVELOPMENT OF AUTOMATIC WEIGHING



#### Simple

Operated wholly by gravity, no springs, few parts.

#### Rapid

Double compartment hopper, each side dumping as opposite fills.

#### Accurate

Has sealed, standard weights and graduated beam; Can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

Write for Circular No. 550-AW.

**Fairbanks, Morse & Co.**  
Wabash Ave. and Eldredge Court, Chicago, Ill.

## GAS ENGINE BOOKS

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longenecker, M. D., Price, \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$1.50.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Steinhilber, Price, \$1.00.

PLAIN GAS ENGINE SENSE, by E. L. Osborne, Price, 50 cents.

For any of the above address, GRAIN DEALERS JOURNAL, 226 La Salle St., Chicago

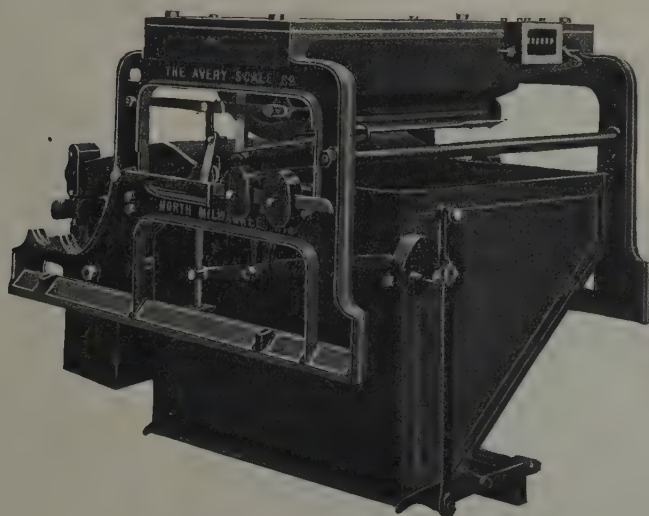


# AVERY SCALES

## Are Accurate and Reliable

We know it and are willing to demonstrate it to you  
If we fail it will cost you nothing

¶ It pays to weigh your grain automatically through the **AVERY AUTOMATIC SCALE**. If you have a shortage or loss in shipment you can prove your shipping weights and they will be final because the railroads and grain terminals recognize this scale. Worth considering isn't it?



¶ The popularity of the **Avery Scale** is clearly demonstrated by the fact that our sales are four times as large so far this year as they were last.

## AVERY SCALE COMPANY

NORTH MILWAUKEE, WIS.

### BRANCHES:

New York	Boston	Chicago	St. Louis	Indianapolis	Kansas City	Minneapolis
Chambersburg, Pa.	Des Moines	New Orleans, La.	Springfield, Mo			
Winnipeg, Man., Can.	York, Neb.	Montreal, Que., Can.				



# IT'S A MIRACLE

**This is the verdict of users of the Richardson Improved Automatic Elevator Scale, and the reason why it is a miracle is—**

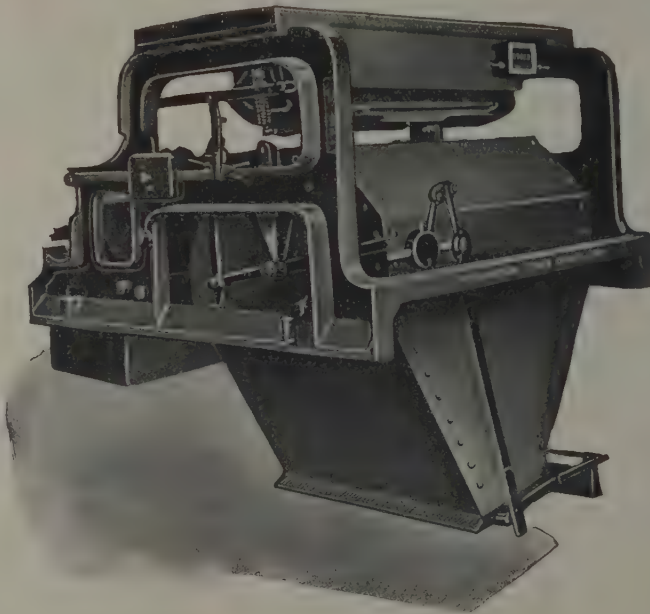
Because it is the **ONLY AUTOMATIC SCALE ON THE MARKET** that will handle at its rated capacity **ALL KINDS OF GRAINS HANDLED IN THE COUNTRY ELEVATOR** with the greatest possible accuracy—

Because it will weigh and **IS NOT CHOKED OR PUT OUT OF COMMISSION BY CORN COBS, TRASH AND FOREIGN SUBSTANCES THAT MAY ACCOMPANY THE GRAIN—**

Because it furnishes a **PERFECT AUTOMATIC RECORD OF THE EXACT AMOUNT OF GRAIN PUT IN THE CAR**, which weight tallies with destination weight if no leakage has occurred—

Because it enables users to **GET THEIR CLAIMS FOR SHRINKAGE ALLOWED BY RAILROAD COMPANIES—**

Because it **WORKS CONTINUOUSLY** without apparent wear and tear and **DOES NOT GET OUT OF ORDER.**



Dillwyn, Kan.

"The Richardson Scale is a perfect success. We have had returns from some eight or ten cars that we have weighed over these Scales and they are fine **and the way they handle the grain is a miracle**, as we loaded 4 cars in three hours. The four cars contained 4,200 bushels, and we make 5 bushels to the drop, which would lessen their capacity, as the Scale weighs whole 6 bushels. They will weigh up to 1800 bushels per hour at 5 bushels per drop (guaranteed to weigh 1500 bushels per hour at 6 bushels per discharge). This was our test of their actual working power."

DILLWYN GRAIN & SUPPLY CO.

## RICHARDSON SCALE COMPANY

6 Park Row, New York

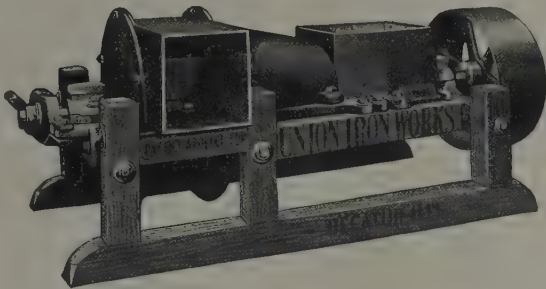
122 Monroe Street - - CHICAGO, ILL.  
P. O. Box 75 - - DES MOINES, IOWA  
De Menil Building - - - ST. LOUIS, MO.

415 Third Street S. - MINNEAPOLIS, MINN.  
P. O. Box 338 - - - KANSAS CITY, MO.  
P. O. Box 797 - - - LINCOLN, NEB.



# YOUR PROFITS

in the grain business do not depend so much on the amount of grain you handle as the way you handle it. For example: grain must be distributed to bins without mixing, elevated without having choke ups, cleaned so as not to



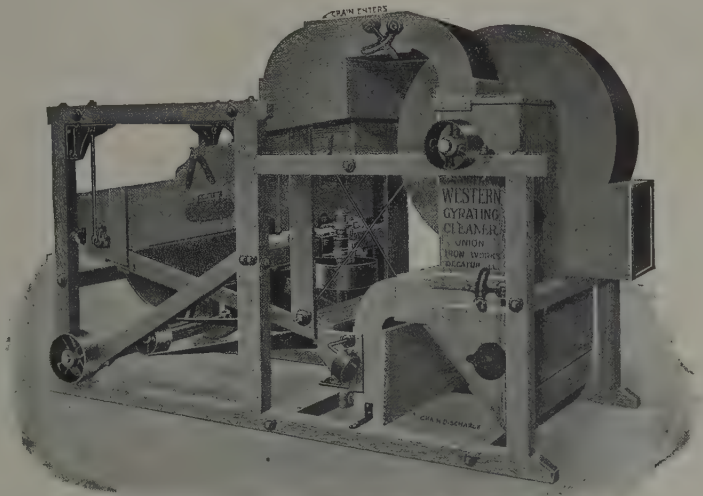
**THE "WESTERN" PITLESS SHELLER**

have to pay freight on dirt, shelled so as not to break the kernels. Now then, to accomplish this, your elevator must be properly equipped with first-class machinery, so adjusted as to bring these results.

We have had years of experience in manufacturing elevator machinery, have constantly studied how to

effect economy in operation. This knowledge is yours for the asking. Our line of "Western" Shellers and Cleaners is unsurpassed. No pit required with "Western" Pitless Shellers, discharges right or left, under or over. Made in capacities from 125 to 2,500 bu. per hour.

"Western" Gyrating cleaners clean perfectly. Grain is up to grade when this machine is used. Made in 8 sizes, capacities 200 to 2,500 bushels per hour. We also furnish plans and specifications for elevators in which work we have had many years of experience that will be of value to our customers.



**THE "WESTERN" GYRATING CLEANER**

If you want anything in elevator machinery write us we have it.

## UNION IRON WORKS, Decatur, Ill.

Complete Stock Carried in Kansas City, Mo., 1221-1223 Union Ave.



## Car Movers

For \$3.75

Your Choice of

Easy  
Atlas

Samson  
Special  
Sheldon  
Champion

Manufacturer  
Price

\$5.00

Each is claimed to be the best.  
Order the one you want.

Elevator Machinery, Supplies,  
Engines, Scales, etc.

at lowest prices. Prompt shipments.

**American Supply Co.**  
1110 Farnam St., Omaha, Neb.

## Quotation Record

Is sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on 'Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday—19—". Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10:30, 11:30 and 12:30 and the close, as well as the closing price the previous week.

As a handy reference record of market prices it has no equal. Each sheet is 9½x9½ inches and has spaces for one week's record. The sheets are put up in blocks of sixty—a year's supply. Order Form 97A, price 75 cents.

**GRAIN DEALERS JOURNAL**  
255 La Salle Street CHICAGO, ILL.

## Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly.

Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

**The Strong-Scott Mfg. Co.**  
Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors

## CHAS. E. NEWELL

Contractor

Designer and Builder

Flouring Mills and Elevators  
a Specialty.

Motto—Not how cheap, but how good.

315 S. First St., Cedar Rapids, Iowa

Branch Office: Walker, Iowa

## E. F. CHESSMAN

Architect and Builder of

## Grain Elevators

Plans and specifications made for wood and concrete construction of any capacity. Correspondence solicited.

403 Exchange Bldg., DENVER, COL.

## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

## RUBBER BELTING

Used by the leading elevator builders and contractors in filling their contracts is usually

## "Hamilton Made"

If you have not insisted upon such a specification you should do so. Hamilton Made Rubber Belting, specially manufactured for elevator service, gives perfect satisfaction.

SAMPLES AND PRICES  
UPON REQUEST

**Hamilton Rubber Mfg. Co.**

ELMER E. BAST, Mgr.

161 E. Lake St.

CHICAGO

Telephone Main 2296

## CHAS. A. TAPPAN

OKLAHOMA CITY

Designing and Constructing Engineer  
Superintendent and General Contractor

Complete plants erected.

## ALFALFA MILLS

Grain Elevators

Machinery and equipment furnished and installed.

Let me figure with you. A personal interview would be better. Probable result: money for both of us. You want largest return on smallest possible investment. Let me show you how to do it.

Consign Your  
LIVE STOCK to

**Benedict, Murray & McDowell**

U. S. Yards, CHICAGO

OUR pens are located in the center of the Yards. A member of the firm is always at the head of both the cattle and hog departments. Our financial standing is unquestioned. We will be pleased to furnish market reports by wire or letter.



## GRAIN ELEVATOR BUILDERS

### REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

R. M. VAN NESS, Fairbury, Neb.

### B. J. CARRICO

Designer and Builder of  
Flour Mills and Grain Elevators  
Hoxie Bldg., FORT WORTH, TEX.

### RELIANCE CONSTRUCTION COMPANY

ENGINEERS AND CONTRACTORS OF  
**GRAIN ELEVATORS**  
625 Board of Trade Indianapolis, Ind.

### W. H. CRAMER

Designer and Builder ST. PAUL, NEB.  
When thinking of building or remodeling your elevator don't overlook the fact that I build and remodel GRAIN ELEVATORS that give entire satisfaction. Scales and Gasoline Engines repaired.

### MONARCH ENGINEERING CO.

Engineers and Contractors  
Specialists in Design and Construction of  
**Fire Proof Grain Elevators**  
Chamber of Commerce Buffalo, N. Y.

### I BUILD TO PLEASE Grain Elevators and Warehouses

Plans and Specifications furnished on application.  
G. F. McCurley, Wichita, Kans.

### J. A. HORN

DESIGNER AND BUILDER  
**Grain Elevators a Specialty**  
OKLAHOMA CITY, OKLA.

### G. H. Birchard CONTRACTOR OF Grain Elevators.

Especially Designed for Economy of Operation and Maintenance  
LINCOLN, NEB.

### N. A. GRABILL

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**Flour Mills and Grain Elevators**  
DALEVILLE, IND.

Write to the

**Cramer  
Construction Company**  
1110 Farnam Street, Omaha, Neb.

for plans and estimates upon modern grain elevators. Over 200 of our houses in operation.

### Oliver Construction Co.

Designers and Builders of  
**GRAIN ELEVATORS**  
Homer, - - Illinois

### L. T. STROMSWOLD & CO. ELEVATOR CONTRACTORS

We design and build grain elevators throughout the Northwest.  
Write us for Plans and Specifications.  
MINOT, : NORTH DAKOTA

### Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.  
WM. GRAVER TANK WORKS, East Chicago, Ind.

### A. H. Richner

Designer and Builder of  
**Grain Elevators**  
I sell the Western Pitless Shellers.  
Get my prices.  
Crawfordsville, Indiana

### L. BUEGE

THE GRAIN ELEVATOR BUILDER

Who Builds Right Kind of Elevators at the Right Kind of Price

305 South Third Street  
MINNEAPOLIS, MINN.



Get what you contract for by dealing with  
**C. E. BIRD & CO.**  
ELEVATOR BUILDERS

15 Years' Practical Experience  
313 Corn Exchange, MINNEAPOLIS, MINN.

### OLSON BROTHERS & CO. ENGINEERS AND CONTRACTORS

Grain Elevators, Flour Mills and Complete Plants for Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

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### HONSTAIN BROS. CO.

(INCORPORATED)

Contractors and Builders of

Grain Elevators, Flour Mills, Warehouses, Etc.

Plans and Specifications Furnished

Repairing Done

306 Corn Exchange.

Minneapolis, Minn.



### THE MINNEAPOLIS STEEL AND MACHINERY CO.

Builds the best fire-proof construction elevator because:

It costs less.  
Can be built quicker and at all seasons of the year.

It keeps the grain absolutely free from moisture.

There is no danger of cracked walls or from settling foundations.

In case it is desired to move the elevator there is at least 50% salvage.

MINNEAPOLIS, MINN.



## GRAIN ELEVATOR BUILDERS

Better have  
**YOUNGLOVE**  
 build your  
**ELEVATOR**

than to wish you had.

**Younglove Construction Co.**

219 Grain Exchange

SIOUX CITY, IOWA

Grain Elevators  
 Storage Tanks  
 Ware Houses  
 in  
 Wood or  
**FIREPROOF**  
 Materials  
 Plans, Specifications,  
 Estimates



We design and erect the structural work and mechanical equipment of Grain Handling or Storage Plants from a country receiving station to a cleaning or transfer house.

**L. O. HICKOK & SON**  
 Engineers & Contractors

320 Flour Exchange

MINNEAPOLIS, MINN.

**THE**  
**P. H. Pelkey Construction Co.**  
 Contractors and Builders

Grain Elevators,  
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 Elevator and Mill Supplies

HOME OFFICE

WICHITA

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## GRAIN ELEVATORS

Should be built to hold all the grain put into them.  
 Economical in operation. Equipped to do a large amount  
 of work with a small amount of power.

### WANT ONE?

Then write

**T. E. IBBERSON**

DESIGNER AND BUILDER

**MINNEAPOLIS, MINNESOTA.**

GET THE BEST  
 IT IS CHEAPEST  
 EVANS WAGON DUMP  
 PERFECT CONTROL

## MOULTON & EVANS

GRAIN ELEVATOR PLANS AND CONSTRUCTION

406 CORN EXCHANGE, MINNEAPOLIS, MINN.

IF YOU USE  
 MOTORS—BETTER USE  
 EVANS MOTOR ATTACHMENT  
 SAVES TROUBLE

G. C. KAUCHER

Sales Agents for

**Richardson**  
**Automatic**  
**Scales**

## KAUCHER, HODGES & CO.

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REINFORCED CONCRETE CONSTRUCTION

E. G. HODGES

Sales Agents for

**Koehring**  
**Concrete**  
**Mixer**

## W. N. CLAUS & CO.

Contractors and Builders of

**Grain Elevators and Flour Mills**

For the most modern and up-to-date house,  
 and economical in every respect you cannot  
 afford to place your contracts without see-  
 ing or consulting us.

**REPAIR WORK PROMPTLY DONE**

Plans, Specifications and Estimates Furnished  
 Your Correspondence Solicited

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## THE LARGEST Brick Elevator

in the  
 WORLD

DESIGNED and BUILT  
 by

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**HONSTAIN**

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Monadnock Bldg., CHICAGO, ILL.

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Designing and Construction  
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Witherspoon-Englar Co. Monadnock Bldg.  
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### John S. Metcalf Co.

ELEVATOR BUILDERS  
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Plans and Specifications  
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Fireproof Working Houses and Grain Tanks a Specialty.  
Write for Plans, Specifications and Prices.

LUMBER EXCHANGE  
MINNEAPOLIS, MINN.



## ECONOMY

doesn't mean giving your contract to the lowest bidder. If your new elevator is defective in construction, expensive in operation and does not comply with the requirements of insurance companies you have an expensive house even tho the contract was given to low man. Our years of experience enables us to build at right prices.

In 1908 we built 38 new elevators. Repaired and remodeled 8 and made plans for 7. Surely some reason for the large amount of business. If you want to know write to-day to

Burrell Engineering & Construction Co., 1140 Stock Exchange Bldg.  
CHICAGO



## JAMES STEWART & CO.

### CONTRACTORS

Designers and Builders of GRAIN ELEVATORS In All Parts of the World

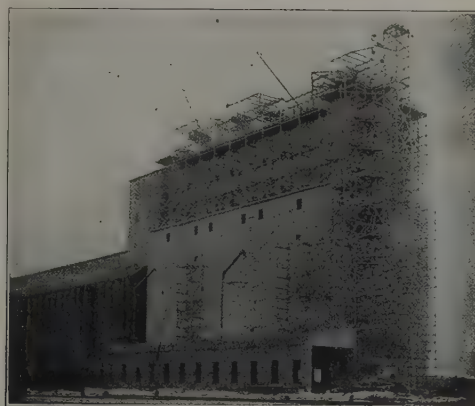


Recent concrete addition to C., M. & St. P. Ry. Co.'s  
tile elevator at Coburg, Mo.

GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager R. H. FOLWELL, Engineer  
We also do General Contracting and have offices in the following cities.  
Write or call on any of them.

Chicago, Ill. 1811 Fisher Bldg. St. Louis, Mo. Lincoln Trust Bldg.  
New York, 130-137 Broadway New Orleans Hibernia Bank Bldg.  
Pittsburgh, Pa., Westinghouse Bldg. San Francisco 709 Mission Street  
Montreal, Canada



## Canadian Pacific Fire Proof Grain Elevator

Under construction for the Canadian Pacific Railroad Co. at  
Fort William, Ontario.

**The Barnett & Record Company**  
General Contractors Minneapolis, Minn.

## Our Friction Clutch Pulley

### NONE BETTER



We Manufacture Full Line

**ELEVATING, CONVEYING and  
TRANSMISSION MACHINERY.**

**LINK-BELT SUPPLY COMPANY**  
MINNEAPOLIS, MINNESOTA

## Power Appliance Mfg. Co.

Minneapolis, Minn.

### Elevating, Conveying and Transmission Machinery

Sonander Automatic Scales and Baggers  
Belting - Hose - Packing

Steam Goods and General Supplies

Right Prices      Prompt Shipments  
When in the Market Write us

## *General Electric Company*

### SKELETON FRAME INDUCTION MOTOR



The durability of the motor is the secret of economy of motor drive. In perfecting a safe, durable and efficient motor for mill work, the General Electric Company has produced the **Skeleton Frame**

**Induction Motor**, which is perfectly adapted for motor drive in

#### FLOUR MILLS and GRAIN ELEVATORS

The **Skeleton Frame Induction Motor** is durable because it has no wearing points, no complicated mechanism, no troublesome parts, no useless weight. It combines durability with simplicity. A boy can start it and it requires no attendant.

You certainly want to know more about this motor. Write for booklet 764-E.

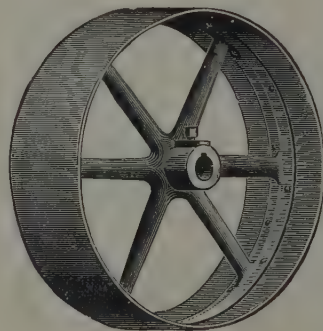
Principal Office, SCHENECTADY, N. Y.

Chicago Office, Monadnock Bldg.      Sales Offices in all Large Cities.

1306

## TRANSMISSION MACHINERY

OF ALL KINDS AT LOW PRICES



Sprocket  
Wheels,  
Pillow  
Blocks,  
Pulleys,  
Sheaves,  
Chain Belts,  
Rope  
Transmission

Complete Elevator Equipments

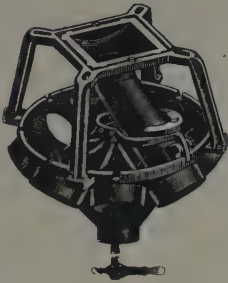
## Grain Dealers Supply Co.

305 S. 3rd Street - MINNEAPOLIS, MINN.

Branch Office:

Grain Exchange, Sioux City, Ia.





## The Hall Signaling Distributor Non-Mixing

**You Can't Guess Right!**

Guessing when a bin is about full, which you must do with the ordinary device, is costly; because, to be on the safe side, you stop elevating when about nine-tenths full. With 10 bins you lose the use of one bin, absolutely.

### The Hall Signaling Distributor

fills, 10 bins chock-full-bin spout and all; without spilling a kernel, or puts just as much grain into 9 bins, as you ordinarily do in 10; saving bin cost if building new, or practically adding 1 bin to your present plant.

Our automatic signaling device does it.

**Sent on trial.**

**Send for booklet.**

**Hall Distributor Company, 222 Ramge Bldg., Omaha, Neb.**

## It Doesn't Pay

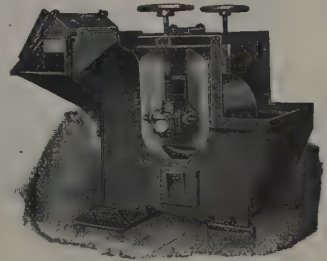
To save dimes in the cost of a Boot And lose dollars in the efficiency of your elevator.

## Hall Non-Chokable Boot

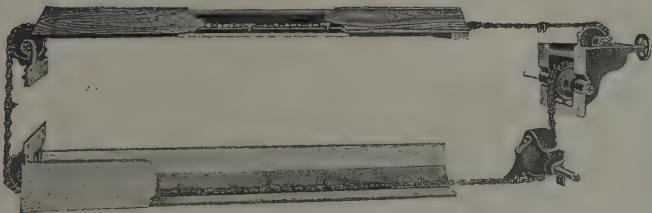
costs a little more in the first place, because we furnish more with it, and make it a little better, but you only need half the width of leg equipment to do the same work, and do it quicker and better and without attention.

So you save money in cost of plant, and have a better one, producing greater results every day.

We show why this is so in Catalog E, and will send you one on trial to be tested by you under our guarantee as to results.



# New Improved Chain Drag Feeders



PATENT PENDING

Style A. With bottom box cast iron lined. Return box with wrought iron track



PATENT PENDING

Style B. All iron. No wood bottom box or return box.

The cast iron head with sprocket shaft and bearing. The cast iron yoke and rake off have stationary bearings for the lower sprocket all combined.

The rake off is adjustable to any degree so that if the chain is on an incline your timbers to hold the cast head and yoke are perpendicular and only require the two timbers to support the the head and yoke. A great advantage over other drags. The two sprockets at end of drag are in a cast iron frame forming bearings for shaft. All iron bearings babbited and provided with oil holes.

Write us for prices.

## The Philip Smith Manufacturing Co.

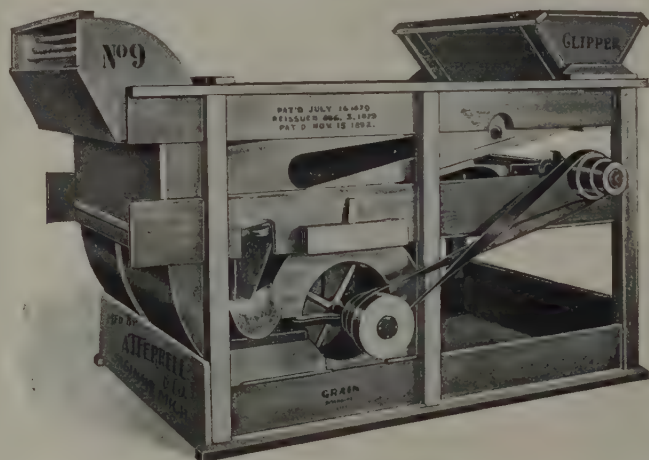
**Grain Handling Machinery**

**Sidney, Ohio**

# The "CLIPPER" CLEANERS

stand without an equal for the economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. The fine separations of our machines have not been equalled by any other cleaner.

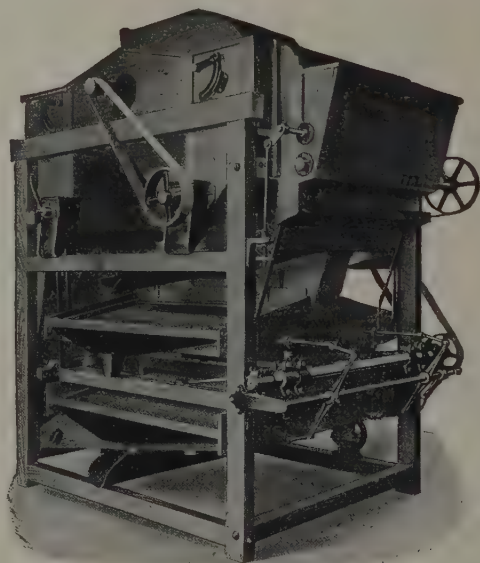
Our Cleaners are quickly and easily installed and simple to operate. We have machines with and without Traveling Brushes, Special Air Controller and all modern improvements.



The "CLIPPER" is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity so well adapted to this class of work.

Our Cleaners require but one-quarter the power of a suction cleaner of equal capacity and will do a greater variety of work. We have the only successful combination cleaner on the market and we guarantee satisfaction. Write for prices, catalog and screen Sample Plate.

**A. T. Ferrell & Co.**  
SAGINAW, W. S., MICH.



## Cornwall Double Separator

THE latest and best Elevator and Warehouse Separator on the market.

Will clean all kinds of grain and seeds.

Has both kinds of sieving motion. Sieves with their motion in line with the travel of the grain for removing straw and other coarse impurities and sieves on which the grain travels across the line of motion for making very close separations.

It removes the fine sand and seed at the head of the sieve.

Our sieve cleaners clean every inch of the sieves several times a minute. They work under the sieves and consequently lift the trash out of the holes and cause it to fall over instead of assisting it to pass through with the grain.

Both the air and sieve separations are at all times under the complete control of the operator.

Every sieve is at all times in plain sight and can be removed easily and quickly without disturbing any other part of the machine.

Other features described in our latest circular.

We also make a full and complete line of Feed Mills, Corn Shellers and Cleaners and furnish Elevator Supplies of all kinds.

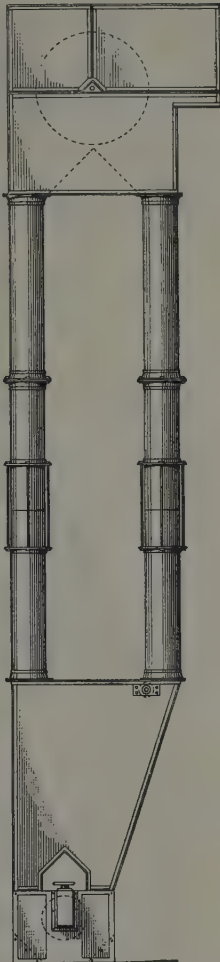
**BARNARD & LEAS MFG. CO.**

Builders of Elevator Machinery and Supplies,

Moline, Ill.

GEO. J. NOTH, Special Sales Agent, 1330 Monadnock Bldg., Chicago





**The Burrell Improved** ALL STEEL Elevator Leg reduces insurance and fire hazard. The joints of the elevator leg are telescoped so that any settling of the building does not affect its efficiency. It gives and takes with the elevator. Remember Burrell has

"Everything for the Elevator."

**BURRELL MFG. CO.**  
253 South Jefferson St., Chicago

## WILLFORD

**Light Running Three-Roller Mills**

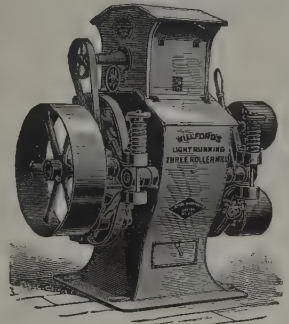
**ARE THE BEST  
FEED MILLS FOR ELEVATORS**

because they take the least power,  
are strong, simple and durable.

*Write for Circulars and Prices.*

**WILLFORD MANUFACTURING CO.**

303 So. 3rd Street Minneapolis, Minn.



## ELEVATOR EQUIPMENT

We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.

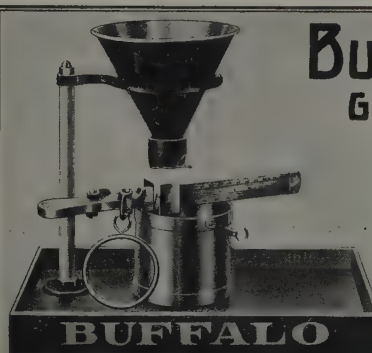
*WRITE FOR PRICES.*

**NORDYKE & MARMON CO.**

America's Leading Mill Builders

Est. 1851.

INDIANAPOLIS, IND.



**BUFFALO  
GRAIN TESTER  
WITH HOPPER**

**FOR FILLING CUP  
INSURES ABSOLUTE  
ACCURACY**

**BUFFALO SCALE CO.**  
CHICAGO - BUFFALO - NEW YORK

## NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

**WE MAKE** Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

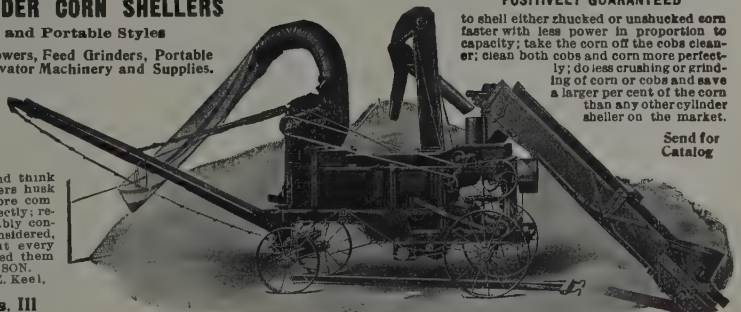
**Speaks for Itself:**

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.  
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.  
KEEL & SON.  
By J. Z. Keel.

**MARSEILLES MFG. CO. Marseilles, Ill**

Branch Houses and General Agencies at Principal Distributing Cities.



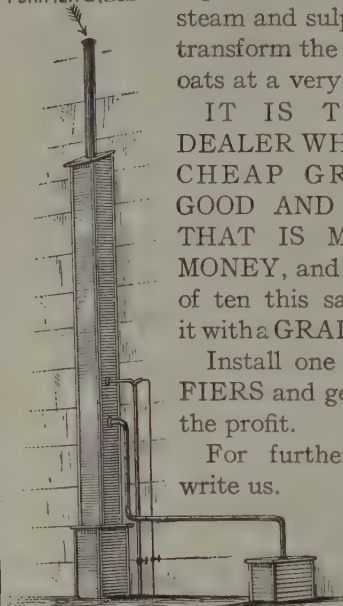
**POSITIVELY GUARANTEED**

to shell either chucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleanly; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for  
Catalog

## Grain Purifier and Bleacher

PURIFIER STACK



This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a GRAIN PURIFIER.

Install one of our PURIFIERS and get your share of the profit.

For further particulars write us.

**U. S. GRAIN  
PURIFIER CO.**

EARL PARK,  
INDIANA

## More Profits Less Expense

to you in the drying and bleaching of grain by the Arnold combined plant than any of the clumsy, crude plants which cost a great deal more.

Post yourself on this latest step forward in bleaching and drying—it means thousands of dollars to you.

Modern requirements demand bleaching and drying equipment in every elevator—but the old expensive kind won't do. Write for free booklet "B."

### What a User Says:

"In reply to you as to how I like the Arnold dryer and bleacher I will say it is all you claim for it and it is a money maker. I have used it two years and find it satisfactory in every way.

F. E. HAWLEY,  
Supt. Merritt & Co."

**Mann & Ward**

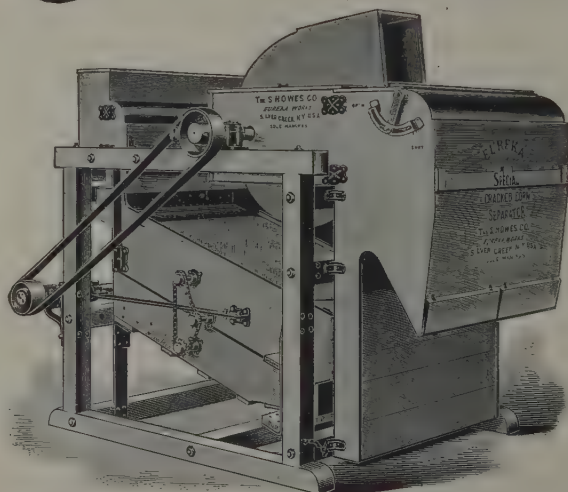
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CHICAGO



## Big Profits and Cracked Corn

go hand in hand



THE original and successful method of making fancy grades of cracked corn is with the

## EUREKA CRACKED CORN SEPARATOR

Send for Samples of Work Done

Our line of "EUREKA" Grain, Seed, Flax and Corn Cleaners is the most complete in the world.

Full Particulars on Application

**THE S. HOWES CO.**

"Eureka" Works, Silver Creek, N. Y.



PACIFIC COAST, SYMPHERS MACHINERY CO., SPOKANE, WASH.  
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KANSAS CITY, MO. . . . . J. Q. SMYTHE, HOTEL SAVOY  
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GAP MILLS, W. VA. . . . . W. M. MENTZ





## Eventually

you will realize the folly of paying corn price for water; why not install a

## HESS (U. S.) MOISTURE TESTER

now, and begin handling the new corn right.

Anyone can use it. Makes correct tests in 20 minutes. Heated by gas, gasoline, alcohol or kerosene.

### PRICES F. O. B. CHICAGO:

2 Compartment, Complete, . . .	\$40.00
4 Compartment, Complete, . . .	50.00
6 Compartment, Complete, . . .	60.00
Torsion Balance, Recommended and used by U. S. Department of Agriculture	23.00

Hess U. S. Moisture Testers are used by many leading grain dealers and exchanges.

Send for free booklet with instructions for testing grain for moisture.

## HESS WARMING & VENTILATING COMPANY

907 Tacoma Building, CHICAGO

P. S.—Hess Grain Driers are used everywhere. Made in all sizes—for all kinds of grain and seed.

**HESS-DRIED IS BEST DRIED**

## Buy Rebuilt Machinery

- 2 Clippers—Invincible.
- 2 Separators—The S. Howes Co.
- 2 Scourers—Prinz & Rau.

**2 No. 9 Invincible Oat Clippers:** There are no better Oat Clippers on the market than the Invincible. These machines will clip oats very rapidly, reducing waste to the minimum: parts are easily adjustable and the machine will clip any oat that grows.

**2 No. 7 Prinz Scourers,** manufactured by Prinz & Rau, Milwaukee, Wis., capacity 400 to 500 bu. per hour.

**2 No. 8 Eureka Warehouse and Elevator Separators,** capacity 1,800 bu. per hour; thoroughly rebuilt, practically good as new. Great saving over cost of new ones.

**5 No. 4 Barnard & Leas Counterbalanced Elevator Separators,** capacity, wheat 1,200 bu. per hour; corn, 3,200 bu.; corn and oats, 2,500; barley, 900 bu. per hour.

We are the largest buyers and sellers of rebuilt milling and elevator machinery in the world. We have built an enormous business upon the permanent foundation of **Satisfaction**. We will do business right with you.

Every machine guaranteed.

Write for New Catalog No. 65.

## B. F. GUMP CO.

250-2-4 So. Clinton St. CHICAGO.

## SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

### A GRAIN RECEIVING BOOK (No. 12 AA).

**Grain Register** is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

### A GRAIN SHIPPING BOOK (No. 14 AA).

**Sales, Shipments and Returns** is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double.

The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

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255 La Salle Street, CHICAGO, ILL.

## Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Net Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 23 lines to each page, and has spaces for recording the foregoing facts regarding 2,200 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. PRICE, \$1.50.

## GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

## THE TIME

of the Sixteenth Annual Convention of the Illinois Grain Dealers' Association will be June 15-16.

## THE PLACE

of holding this meeting will be at Peoria, a most hospitable city where all grain dealers will be most cordially welcomed.

## THE HOTEL

Headquarters for this convention will be at the NATIONAL HOTEL, where good rooms and good things to eat can be had at a reasonable price. Order your rooms reserved NOW.

**National Hotel, Peoria, Ill.**

DICK TOWNSEND, Proprietor

# Chicago & Alton Railroad

TO THE

## Grain Dealers' Convention

at PEORIA, ILL.

## June 15th & 16th

Trains leave Chicago 11:25 a. m.,  
1:45 p. m., 6:30 p. m. and 11:43 p. m.

For tickets and rates apply to

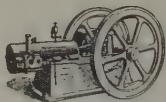
**C. R. DAVIDSON,**

Assistant General Passenger Agent,

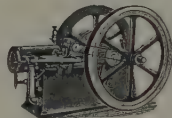
Rector Bldg., Clark & Monroe Sts., Chicago, Ill.

TELEPHONE HARRISON 4470

# They're Runners—My Gas Engines



and I want to tell you where I come in on the **Improvement** deal. You use a combustion engine. Perhaps you need a larger one. Then I'll trade for your old engine and sell you a Rebuilt. If you want new power then I have a Rebuilt engine for you, guaranteed to give satisfaction. I can furnish you the best known makes in the world at prices considerably under the cost of a new one.

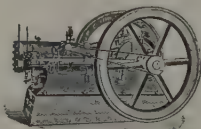


I claim I am the biggest dealer in Rebuilt gas engines in the world, and I ought to know, for I began buying gas engines when most of the grain dealers now in business were boys. People with gas engines for sale know me. I've got cash ready for them any time. I buy my engines at reduced prices. Then the work begins.

I set my skilled workmen at these engines and they overhaul them. Wherever there is a weak part it is taken out and a new piece substituted. We use engine sense when overhauling and if we see a chance to improve an engine we do it. Every engine which leaves my shop is thoroly McDonaldized and I stand behind my claim for that engine.

Grain dealers have learned when they buy an engine from me that it's a runner. They get more than value received out of it because I sell practically new engines at second-hand prices. If you want to start the season making money by saving it, then write me about the kind of power you need. I can fix you up with an engine at a way down price. But you better write quick.

I shipped out a car load last week and inquiries are coming in fast. Let me furnish your power.



## A. H. McDONALD

62 West Monroe St.

CHICAGO





## WITTE ENGINES

**USE GAS, GASOLINE OR KEROSENE**

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

**FIVE YEAR BOND GUARANTEE**

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

**WITTE IRON WORKS CO.**  
526 W. 5th Street KANSAS CITY, MO.



## FOOS GAS AND GASOLINE ENGINES

**Horizontal 2 to 90 h. p.**

Have wipe spark igniter, positive acting and self cleaning.

Vertical valves, mechanically operated, admit fuel charge into cylinder at atmospheric pressure.

Centerline counterbalancing increases the efficiency.

Accessible design makes it a simple matter to keep Foos Engines properly adjusted.

Get Catalog No. 20. It is free. Write for it to-day.


**THE FOOS GAS ENGINE COMPANY, SPRINGFIELD, OHIO**



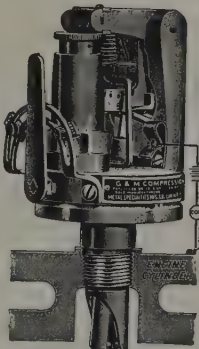
## OTTO

We do not claim to have a corner on brains—others could have done as well had they been willing to spend the time, money and gray matter which this Company has put into its business; but experimenting, changing and remodeling cost money and a manufacturer must have unlimited faith in his product if he is willing to go the limit as we have done. The results, however, have justified all trouble and expense and today the "Otto" is acknowledged by mechanical men everywhere to be the "Standard" of the world.

**The Otto Gas Engine Works, Philadelphia, Pa.**



**Throw away your Hot Tubes and Jump Spark Plugs**



Use G. & M. Compression Igniters.

We can save you money, time and trouble. Spark may be easily and quickly advanced or retarded to the proper point while engine is under full speed, so that engine will develop more power.

The G. & M. Compression Igniter saves gasoline and gas, as it produces a hot fat spark which shoots a much thinner mixture and shoots it quicker, thus transferring all the gasoline and gas used into power.

The G. & M. Compression Igniter soon pays for itself by the saving in fuel and the absence of loss of time and trouble.

The G. & M. Compression Igniter is extremely simple, easy to apply and requires very little attention.

If your dealer does not handle this, kindly send us his name and write direct to the sole manufacturers.

**Metal Specialties Mfg. Co.,**  
18-24 W Randolph St., CHICAGO, ILL.

**Corn and Oat Tables**  
—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy Bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

**Grain Dealers Journal**  
255 La Salle St. Chicago, Ill.

## Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions:  
Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2 1/4 in. wide by 8 1/4 in. long. Price 50 Cents. Address

**GRAIN DEALERS COMPANY**  
255 LaSalle St., CHICAGO, ILL.

## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8 1/2 x 13 1/2 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

Price, \$2.25

**Grain Dealers Journal**  
255 La Salle St., CHICAGO, ILL.

## COAL SALES BOOK



Form 44.  
FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by **GRAIN DEALERS JOURNAL**, 255 La Salle Street, Chicago.

## NEW AND SECOND HAND

Burlap bags in all sizes—for grains, seed, feed, etc. Two bushel cotton seamless grain bags—all the good brands.

**MILWAUKEE BAG CO., Milwaukee, Wis.**

## There is Money in Feed Grinding for the Grain Dealer

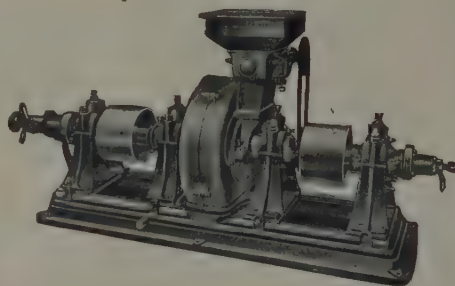
¶ No commodity in the world is handled on such a narrow margin of profit as grain. In order to make "both ends meet" grain dealers are grinding their grain, cleaning it, drying it; but the most important of the three, Grinding

### With a MONARCH ATTRITION MILL

You can get maximum capacity and extreme fineness of grinding—two things absolutely essential to largest profits.

¶ Ball bearings, phosphor bronze journals, quick relief, safety and release springs, removable base, interchangeable or seal rings, and many other details of construction make the Monarch Attrition Mill the prince of grinders.

¶ Now is the time to buy a mill while you are improving your property, and getting ready for the Summer trade. Let us send you our Feed and Milling Catalog.



**SPROUT, WALDRON & CO., P. O. Box 260, Muncy, Pa.**

## GRAIN SHIPPING LEDGER

### FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade, Bushels or Weight; Price; Am't. of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190.." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

## GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Illinois

## Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

## Grain Dealers Journal

255 La Salle Street,

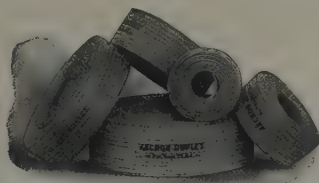
CHICAGO, ILL.

**GRAIN STORAGE RECEIPTS** for keeping a record of grain stored. 50 tickets, printed on bond paper 10½ x 3½ in., in each book. Order form No. 4. Price 50 Cents. GRAIN DEALERS JOURNAL, - - - 255 La Salle Street, CHICAGO



## Save \$35 This Year

It costs 35 cents in belting to elevate every 100 bushels of grain in the average elevator.



You can save 5 cents a hundred by using

### Atlas Canvas Stitched Belting

It's an item worth considering.

*Write us for  
Further Particulars.*

## ATLAS BELTING CO.

158 Lake Street, CHICAGO

## A MONEY MAKER

### "PERFECTION"

**WHEAT and CLOVER SEED  
SCOURER and CLEANER**

(PATENTED)



You should investigate  
this machine.

## "NEW ERA" MANLIFTS

made and originated by us  
have many exclusive features  
and are the most satisfactory  
manlifts made.



*Write for Prices.*

*Mention this Paper.*

**SIDNEY ELEVATOR MFG. CO., Sidney, Ohio**

## Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

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255 La Salle Street,

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The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

## Weller Worm Gear Wagon Dump

YOUR DUMP endangers the life and limb of your customer and his team, and increases the liability of a damage suit, unless you have the best. After you have investigated the Dump problem you will order a

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THE MOTION OF THE DUMP is transmitted by a vertical shaft to a worm wheel on the shaft, carrying gears which mesh into the gear segments, which are fast to the dump timbers. There is no chain to break, thus endangering the horses or frightening them into a runaway.

The "Weller" has no brake on it. Doesn't need one. The Worm and Worm gear motion eliminate the need of a brake.

BE SURE to get the "Weller" dump and install it before the big wheat movement within the next three months.

WE BELIEVE the "Weller" dump has no superior. You will think so too when you install one. We handle a complete line of Elevator Machinery and can supply you with anything you need.

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EVERYTHING about the "Weller" is iron or steel. The "Weller" lasts longer and lasts better than an old style wooden dump trap.

The operating stand may be placed about where you wish it. May be several feet from dump. We furnish "Weller" dumps ready to set up together with timber list.

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Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

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The Journal is published on the 10th and 25th of each month

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**GRAIN DEALERS JOURNAL**

255 La Salle Street, Chicago, Ill.

## Auditors, Bookkeepers

and other accountants who check over Grain Accounts will find Clark's Decimal Grain Values an invaluable assistant. By its use the labor will be reduced to a minimum, errors will be prevented and time saved.

Write for Descriptive Circular

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255 LA SALLE ST.  
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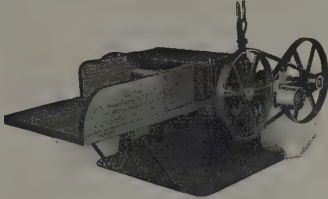


# THE WOLF ALFALFA MILL

The Machine You Have Needed

We have not spared expense nor trouble to build an Alfalfa Machine which will meet the requirements of the average grain dealer or miller who grinds alfalfa.

Our Alfalfa Mill is simple in construction, practical, durable, and may be operated with the average amount of power needed to run an elevator. Look at the illustration of this mill.



Saw teeth about  $\frac{1}{2}$  inch apart running at a slight angle in close proximity to adjustable cutter bars grind everything which is pushed before them. This mill does NOT pulverize the Alfalfa but clips it off neatly and when it comes from the machine it is in a most inviting condition to sell at top price.

The Wolf Alfalfa mill operates upon the same principle that the old saw mill does, only there are dozens of saws instead of one. We claim that this mill will give uniform service, with minimum power. That it will grind Alfalfa properly and the cost of installation is very low. Repairs will be limited, for most of the wear is upon the chilled iron bars, which are inexpensive.

Write for circular No. 117 which describes this machine. Tell us the amount of power you have and your facilities for handling Alfalfa.

## THE WOLF COMPANY

Chambersburg, Pa.

Western Office, 800 Main Street, Kansas City, Mo.  
Northwestern Office, 705 Guaranty Bldg., Minneapolis, Minn.

## THE VALUE OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

## Clark's Decimal Grain Values SAVES TIME, MONEY AND PREVENTS ERRORS

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Pounds are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the pounds column; the smaller, the hundreds only.

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255 La Salle Street CHICAGO, ILL.

## For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

**ELEVATORS FOR SALE.**

FOR SALE—Elevator, nearly new, located at Darrow, Oklahoma. Address T. M. Connolly & Co., Okeene, Okla.

COUNTRY ELEVATORS FOR SALE in Spring wheat states. W. J. Hartzell, 7th floor, Chamber of Commerce, Minneapolis.

A GOOD PAYING ELEVATOR in Northeastern Indiana for sale. A bargain if sold soon. Address Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good paying elevator, located in County Seat. 10,000-bu. capacity. Will sell at a bargain and on easy payments. Address Lock Box C, Ottawa, Ohio.

FOR SALE OR EXCHANGE—Cribbed Elevator in Central Iowa. Capacity 60,000. Handle from 150,000 to 200,000 bushels per year. Address Swiss, Box 7, Grain Dealers Journal, Chicago, Ill.

A GOOD ELEVATOR for sale in the S. W. corner of Ohio. This elevator can be bought for one-fourth of its value. Good reasons for selling. Write Wamsley & Osborn, 514 Main St., Cincinnati, for description.

ELEVATOR FOR SALE—In town of 600 for \$9,000. Can accept \$5,000 cash. Capacity 35,000, cribbed, and very modern. One competitor. Station handles 450,000 bushels annually. Address James M. Maguire, Campus, Ill.

FOR SALE—5 elevators in North Dakota, all modern cribbed, capacity 25,000 to 30,000 each, with coal business. In the best section of the State, nicely located and doing a paying business. Address B. E. H., Box 9, Grain Dealers Journal, Chicago, Ills.

TWO ELEVATORS in the best grain section of Kansas, at a bargain. One a 15,000 bu. eltr. handles 100,000 bus. annually; the other ten miles away, a 7,000 bu. house, handles 75,000 bus. Address Wheat & Corn, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR, LUMBER, AND MACHINERY business for sale. Capacity of elevator, 20,000 bus.; coal sheds, 300 tons; good lumber shed; everything in good condition. \$6,000 takes the whole business. Stock of lumber, coal and machinery will figure at wholesale price. Address Ray, Box 5, Grain Dealers Journal, Chicago.

20,000-BU. ELEVATOR FOR SALE, located 25 miles from Des Moines, Ia. first class repair; two stands of legs; two 10-h. p. gasoline engines; sheller, cleaner, etc. Crib capacity for 12,000 bus. ear corn; good coal business in connection; handling about 175,000 bus. annually. Excellent reason for selling. For further particulars address Will, Box 6, Grain Dealers Journal, Chicago.

FOR SALE Saint Claire Elevator of the insolvent St. Louis Hay & Grain Co., located in East St. Louis. 150 feet river front on the Wiggins Ferry Terminal tracks; elevator practically new, not one cent repairs needed. One of the best, most complete jobbing, sacking and transfer houses ever built in this city for sale at a sacrifice. Address C. W. Smith, Trustee for the creditors of the St. Louis Hay & Grain Co. Chamber of Commerce, St. Louis, Mo.

**ELEVATORS FOR SALE.**

GOOD PAYING elevator and mill for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

GOOD ELEVATOR and wholesale flour trade for sale. Might exchange for good Kansas farm. For particulars address Box 461, Chetopa, Kansas.

TWO ELEVATORS for sale, best grain county in the state, located at Besie and Cordell. Address Lorenz & Geis, Cordell, Okla.

FOR SALE—Our warehouse grain, potato, fruit, flour, feed and produce business. Annual business, \$100,000.00 on \$5,000.00 investment. Address Bellman Sons, Cedar, Michigan.

FOR SALE—Grain elevator and lumber yard in small town eastern Iowa. Good point. Rich farming country. Price right. Good reasons for selling. Address 1632 2nd Ave. E., Cedar Rapids, Iowa.

FOR SALE: Grain elevator 40,000 Bus. capacity, on Soo Line, Carrington, N. D. Three other elevators in town; one independent, two line houses; no trades. Address B. L. Russell, Secretary, Carrington, N. D.

FOR SALE—20,000 bu. cribbed elevator on C., M. & St. P. R. R., in McLeod County, Minn. Best location in town, doing a good business. No trade. If interested address Hite, Box 9, Grain Dealers Journal, Chicago.

FOR SALE—10,000 BUS. ELEVATOR, doing good business in grain, seed, coal, and hay. Located in good town, 1,500 population; two railroads, in Maumee corn belt, Northwestern Ohio. Address Corn, Box 1, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE—That will stand investigation. Can show that they are money makers, and will be glad to do so. Have some very special bargains on which excellent terms can be obtained. Write your wants in first letter. Address, James M. Maguire, Campus, Ill.

FOR SALE—Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron-clad cribbed elevator building. Crib for 15,000 bu. ear corn. Coal houses for 200 tons hard and soft coal. Feed grinder, etc. All in first-class condition. Handles 150,000 bus. grain annually. Price \$8,000. Address Door, Box 11, Grain Dealers Journal, Chicago.

FOR SALE: 40,000 bu. cribbed elevator in Eastern South Dakota. 90 cars shipped so far this season. Sold 800 tons coal. Storage capacity 400 tons. Price \$6,000. Terms on \$2,000 to \$3,000; balance cash. Extra good grain town. Good live town 1300. Good schools, four churches. Reason for selling, wish to quit the grain business. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, Hay and coal business for sale on Wabash. Price \$5,000. Handles 100,000 bu. annually. In town of 1500. 15,000 capacity new and modernly equipped steam power. A good reason for selling, good tiled black land. This is a bargain and will not last long. Address Mond, Box 9, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE.**

FOR SALE.—Three elevators on the B. & M. in Southeastern Nebraska. Address Ral, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—75,000 cap. Town of 600. One competitor. Handles 350,000 to 400,000 annually. Address James M. Maguire, Campus, Ill.

FOR SALE—Grain elevator, coal, flour and feed. All modern. Good business. In central Wisconsin. Address Farm, Box 8, Grain Dealers Journal, Chicago, Ill.

THREE ELEVATORS for sale on the B. & M., in good grain section of Kansas. One new house; all in good condition. Write Onah, Box 3, Grain Dealers Journal, Chicago.

FOR SALE: FIVE COUNTRY ELEVATORS on Santa Fe between Florence and Lyons, Kansas, also Terminal Elevator 75,000 bu. capacity at Florence. For particulars address David Heenan, Wichita, Kansas.

FOR SALE—An 1800 capacity elevator, coal sheds and flour house in best farming community in northeastern South Dakota. Annual grain receipts, 100,000 bu.; coal sales, 1,000 tons. Good flour and feed trade. Address P. R., Box 9, Grain Dealers Journal, Chicago, Ills.

FOR SALE—Two elevators in Okla. One on C. R. I. & P. Ry. and the other on the Frisco Ry. First class condition. Prospects for an excellent crop of wheat and oats never looked better. Address Rett, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000-bu. cribbed elevator in So. Dak. on C., R. I. & P. Ry. Station handles 250,000 bu. One other elevator line house. Coal sheds in connection, best station on the line. No trade. Address Den Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE. A 10,000 bu. house. One man, good as new, nets 35% profit—\$7,000—terms. A 60,000 bu. Cribbed, ironclad house, ships 300,000 corn and oats no competition—was \$15,000—now the best bargain in the grain belt. Another 40,000 bu. house has shipped 150,000 ave. 5 yrs. and netted \$3,000 pr. yr.—\$8,000—terms. You can't equal it. All in Ind. Best Ty. Come or wire me where to meet you. WE ARE THE MARKET FOR ELEVATORS. John A. Rice, Frankfort, Ind.

FOR SALE—The best small line of elevators in northern Iowa, consisting of nine houses with aggregate capacity of 240,000 bushels. Located in the center of the grain belt and in an immensely productive territory. Large retail business in coal, flour, feed, salt and tile at all the points. Retail business alone will pay expenses of operation. Houses are all in good condition and equipped with good machinery. Cleaning station at end of line nearest markets. Has always been a good money maker. Full particulars and specifications on application. Address, Iowa, Box 8, Grain Dealers Journal, Chicago, Ill.

**WANT HELP?**

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.



## ELEVATORS WANTED.

**WANTED**—To trade for a good elevator in Kansas. F. P. Hawthorne, McPherson, Kans.

**WANTED**—Elevator in central or western Kansas. Send description to C. J., Box 14, Talmage, Kansas.

**WILL BUY** an elevator. Must be good territory. Send description. Address Box 65, Brookings, S. Dak.

**ELEVATOR WANTED** at good station in Kan. or Southern Neb. Address Gordon, Box 9, Grain Dealers Journal, Chicago.

**WANT** to buy an elevator in Western Iowa or Eastern S. Dakota or Eastern Nebraska. Address E. L. Heller, Centerville, S. Dakota.

**WANTED**—Elevator handling 150,000 bus. annually; located in Central or Eastern Nebraska. Address Nutzman & Marquardt, Avoca, Neb.

**WANTED**—An elevator in Michigan or Northern Ind. or Northern Ohio. Give full particulars and price in first letter. F. Kahnbach, Milan, Mich.

**Will buy** a well improved grain elevator in a first class grain section in O. Without flour mill competition preferred. Address H. H. Troxel, Wooster, Ohio.

**ELEVATOR WANTED** in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR WANTED:** Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

**WANTED**—Grain elevator, in exchange for highly improved 160 acre North Central Iowa farm. Want grain, coal and tile business. Address Lock Box 117, Armstrong, Ia.

**WANTED** to buy or trade land in North Dak. for an elevator at good grain point, in Minnesota, North or South Dakota. Give full particulars in first letter. Address Stam, Box 9, Grain Dealers Journal, Chicago, Illinois.

**WANTED**—To lease elevators in North-Western Ohio, Western Ohio, Indiana, Central or Eastern Illinois; located in corn and oats belt. Address Belt, Box 8, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR RENT.

**FOR RENT**—New, steam power elevator in the corn belt of Ohio; 300,000 bu. station. One competitor. Address "Corn Box 1," Grain Dealers Journal, Chicago, Ill.

**FOR RENT**—10,000 bu. iron clad elevator; feed, flour and coal business in connection. Located on the T. & O. C. R. R., 50 miles from Columbus, the capital of the state. Elevator in good condition and equipped with all good machinery; 16 H. P. Fairbanks-Morse Gasoline Engine, Richmond City Stone Buhr. New stock scales. These alone bring in \$200 annually. Elevator lighted with electricity; overflowing well in engine room. None but responsible parties need apply. 6 miles nearest elevator. Address Happy, Box 4, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

**POSITION WANTED**—as manager of country elevator, by experienced, capable man. Address C. J. Meyer, Frankfort, Ill.

**POSITION WANTED** as traveling auditor, by practical and experienced grain man. First-class accountant. Address Paris, Box 1, Grain Dealers Journal, Chicago.

**POSITION WANTED**—As traveling solicitor. Seven years' experience in grain business. Correspondence solicited. Address A. K., Box 7, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED**—As buyer for some elevator firm; four years experience. First class bookkeeper. Best of references. Address E. H. H., Box 7, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as manager of elevator. Independent firm preferred. Some experience coupled with honesty, sobriety and business ability. References given. Address Hon. Box 9, Grain Dealers Journal, Chicago.

**SITUATION WANTED** as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

**WANTED**—Ohio man with family wants position with elevator company as manager or representative. Will work on percentage. Had wide experience, also understands telegraphing. Go any place. Address Arbor, Box 9, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as manager of grain elevator in town where there is a good school, 10 years in the business, 5 years with farmers elevator. Best of references, age 33, married, am employed at present. Wanting to change on account of no school here. Address Pede, Box 9, Grain Dealers Journal, Chicago, Illinois.

**WANTED**—Position with export firm at one of the Gulf ports. Young man 30 years of age, married. Experienced in handling of grain as broker and shipper, acquainted with Illinois trade. Years contract required. References given. Now employed satisfactorily save as to location; desire to live in the south. Address C. M., Box 8, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

**WANTED**—An intelligent, young man to take charge of our Farm Seed Cleaning Department, with some elevator experience. Address John A. Salzer Seed Co., LaCrosse, Wis.

**WANTED** — Active, energetic traveling solicitor well acquainted with Minnesota and South Dakota grain trade to solicit consignments for well known Chicago Commission Co. Address Press, Box 8, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

**ALFALFA MILL** for sale, located in the heart of the alfalfa district, good location, plant in fine shape. Address Box 55, Whitewater, Kansas.

**FEED and grist mill**, water power, five roomed house and four acres of land, located at Spencer Brook, Minn; want quick cash deal; \$1,000. Address William Bennett, 832 Security Bank Bldg., Minneapolis, Minn.

**75-BARREL WATER POWER FLOUR** and feed mill, located in best farming community in Northern Indiana. Doing good business. Mill now running. For further particulars, address Box 18, Middlebury, Indiana.

**FOR SALE**—Half interest in an up-to-date 100-bbl. flour mill. Good location in Indiana town. Well established business. New machinery just installed but sale necessary to close estate. Prefer experienced grain buyer and office man. Address Shall, Box 9, Grain Dealers Journal, Chicago, Ill.

**50-BBL. water and steam power grist mill** for sale; up-to-date machinery, first class condition, both machinery and building, excellent location, good custom trade, plenty of wheat raised near mill. Property cost \$8,000; must be sacrificed and no reasonable offer will be refused; must be sold at once. **NATIONAL INVESTMENT CO.**, 582 Brandeis Bldg., Omaha, Neb.

**FOR SALE** 400 barrel Spring Wheat Mill & Elevator in Minnesota. Strictly modern and up-to-date. Have long list of customers and mill running every day. Location in a city of 15,000 population. Three railroads. Will accept part cash and time paper from responsible parties for balance, or will make a trade for something we can handle. Address Minnesota, Box 6, Grain Dealers Journal, Chicago.

## THE EXPERIENCE OF OTHERS

### GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

**Gentlemen**—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator.....

Post Office.....

bus.

State.....

**ENGINES FOR SALE.**

STEAM ENGINE—10x16 stationary, \$140. Elmer Calkins, Petoskey, Mich.

GASOLINE engines for sale, 10 h.p. Temole Pump Co., 15th Place, Chicago.

ONE 15 H. P. Ohio Gas Engine with complete outfit. A bargain. Address Geo. Rinkenberger, Washington, Ill.

FOR SALE—Fifteen H. P. Gasoline engine, a bargain. One McLeod Automatic Scale. Kingfisher Feed & Alfalfa Mills, Kingfisher, Okla.

FOR SALE—One 8 H. P. Charter Gasoline Engine, new cylinder; good as new throughout. Address Engine, Box 11, Grain Dealers Journal, Chicago.

15 H. P. OTTO GASOLINE ENGINE and all fixtures for same, ready to run. Belt Elevator & Feed Co., Indianapolis, Indiana.

FOR SALE—One 25 H. P. Columbus Gasoline Engine; good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

FOR SALE—One 20-H. P. Fairbanks gasoline engine in first class condition. Will sell reasonable. Danvers Farmers' Elevator Co., Danvers, Ill.

TEN 2-H. P. FAIRBANKS-MORSE "J. O. A. T." Gasoline Engines, used one week, \$65 each. Wilmot Machinery Co., 722 Gravier St., New Orleans, La.

FOR SALE—Otto Gas Engine and Producer. Plant complete, 30 horsepower. In perfect condition. A bargain. Address S. Freiburger & Bro., Ft. Wayne, Ind.

FOR SALE—One 50 horse-power Rice Automatic Cut-off Steam Engine. Can be seen in operation until June 1st. We are obliged to have a larger engine. Address Etna Lumber, Grain & Milling Co., Etna Green, Ind.

**GASOLINE ENGINES FOR SALE.**

50 H.P. Nash.  
25 H.P. Columbus.  
25 H.P. Fairbanks Morse.  
22 H.P. Fairbanks Morse.  
20 H.P. Ohio.  
12 H.P. Fairbanks Morse.  
6 H.P. Fairbanks Morse.  
4 H.P. Fairbanks Morse.  
3 H.P. International.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

**GASOLINE ENGINES FOR SALE.**

1—4 H.P. Fairbanks ..... \$90.00  
1—4 H.P. Dempster ..... 75.00  
1—8 H.P. Fairbanks, good condition ..... 150.00  
1—15 H.P. Marinette, good as new ..... 300.00  
1—15 H.P. Fields used less than 30 days ..... 350.00  
1—15 H.P. Fairbanks, first-class running order ..... 200.00  
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1—3 H.P. Fields, good as new... 90.00  
Allen P. Ely & Co.,  
Omaha, Neb.

**ENGINES WANTED.**

WANTED—One 8 H.P. Special Electric Fairbanks Morse or its equal, in A1 condition. Address Lloyd Davidson, Lyons, Ind.

**ENGINES AND BOILERS.**

FOR SALE—25 H. P. steam engine and boiler, in fine condition. Address Burr, Box 11, Grain Dealers Journal, Chicago.

**REBUILT ENGINES AND BOILERS.**

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES — AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 All-free, etc.

ENGINES — THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS — STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x12, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5, and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes. Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

**MACHINES FOR SALE.**

FOR SALE: One Boss Car Loader with pulleys, all in first class condition. Address Geo. W. Cole, Bushnell, Ill.

TWO elevator corn shellers for sale. Write for description and prices. Address A. H. Richner, Crawfordsville, Ind.

**MACHINES WANTED.**

WANTED—To buy a barley pearler. Must be in good condition and cheap, for cash. Andrew O. Crist, Pond Creek, Okla.

WANTED—2nd hand Day Dust Collector with 22 in inlet. 2nd hand Feed packer with large case and tube.—Fred Friedline & Co., 253-261 La Salle St., Chicago, Ill.

**Your Opportunity**

is here. Now is the time to let the elevator man know you want his business. Advertise in the

**Grain Dealers Journal**

**SCALES FOR SALE.**

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

One 30-ton Fairbank's Hopper Scale, good as new, a bargain if sold soon. Baker, Gill & Co., Richwood, Ohio.

FOR SALE: 14 Fairbanks and Howe hopper scales good as new, sizes 100 to 1,000 bu. Omaha Scale Co., 10th & Douglas St., Omaha, Nebr.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

**MISCELLANEOUS FOR SALE.**

FOR SALE—One Abbott Check Punch, good condition, price \$10.00 at Cleveland. The Union Elevator Co., Cleveland, Ohio.

ONE addressograph twenty four drawers, little used, as good as new, for sale. Address Weller Manufacturing Co., Chicago, Ill.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

WANTED—To quote prices on elevator machinery, gasoline engines, scales, etc. We carry a complete line. Send for catalog. A. F. Chase & Co., 516, 518, 520, 522 Third Ave., So. Minneapolis, Minn.

**SECOND-HAND MACHINERY.**

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

**MISCELLANEOUS WANTED**

WANTED—To get in touch with anyone who owns land in the Texas Panhandle. We are in the market to buy. Address Cobb & Elliott Grain Co., Plainview, Tex.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

WANTED—Knowledge regarding the present whereabouts of V. P. Wyland, formerly manager of the Economic Construction Co. of Chicago. Have an important communication for him. When last heard of was in Oklahoma. Address Important, Box 7, Grain Dealers Journal, Chicago, Ill.



## SEEDS FOR SALE.

FOR SALE—Kaffir corn, cane and millet seed. Address Early Grain & Hay Co., Amarillo, Texas.

WRITE for sample and price of our Northwestern Rust-Resisting Oats. L. N. Crill Seed Co., Elk Point, S. D.

RE-CLEANED Japanese Buckwheat in bag lots. Write for samples and prices. Address H. B. Low & Son, Orangeville, Pa.

SEEDS FOR SALE—Millet, Cane and Kaffir Corn in carlots. Prices on application. Address J. G. Peppard, Kansas City, Mo.

KAFFIR CORN, Milo Maize, Millet, Cane Seed, and all other grains are now moving. Write us for prices. Cobb & Elliott Grain Co., Plainview, Texas.

SELECTED SEED CORN for sale. Standard White and Yellow Dent varieties. Write or wire for prices. Western Seed & Irrigation Co., Fremont, Neb.

FOUR VARIETIES—Pure Bred Seed Corn for sale. Early and late, white and yellow; special price to dealers, write us. Botna Valley Seed Co., Box 62, Lewis, Ia.

NORTHERN Illinois Reid's Yellow Dent Seed Corn. Bred six years in plot for yields and score card points. Corn in ear \$3.00 per bushel. Quality guaranteed. Address E. B. Wills, Mendota, Ill.

JAPANESE MILLET—A great catch crop can be sown as late as July 1st and produce from 5 to 10 tons of hay per acre. Price: 50 lbs., \$2.75; 100 lbs., \$4.50; 250 lbs., \$10.00. Order today. Salzer Seed Co., Box G, La Crosse, Wis.

KAFFIR CORN, CANE SEED, ALFALFA MEAL. Write us for prices bulk and re-cleaned, even weight sacked f. o. b. Oklahoma City, Kansas City, St. Louis or Chicago, immediate shipment. E. R. & D. C. Kolp, Oklahoma City, Okla.

MILLET FOR SALE—We are situated in the largest Millet producing section in the state of Mo. and have a good supply of Millet fresh from the farm. Will sell in car lots or less. Prices on application. D. H. Clark, Galt, Mo.

## FEED STUFFS FOR SALE.

WRITE FOR quotations on Alfalfa Meal, for prompt shipment, to The Land & Power Co., Arkansas City, Kan.

PURE OWL BRAND COTTON SEED MEAL. Known everywhere for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

## "ARAB" HORSE FEED

A PERFECT BALANCED RATION  
M. C. PETERS MILL CO.  
Alfalfa Queen Mills. OMAHA, NEB.

## SEEDS WANTED.

FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

WANTED—Clover Seed. Will buy bad Buck-horn lots, and Clover tailings. Send fair, average samples, with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, O.

WE ARE in the market for carloads and less of medium and mammoth clover, also in urgent need of a large number of cars of ear corn and hay. The Adams Seed Co., Decorah, Iowa.

CLOVER TAILINGS Wanted:—We will buy Clover Tailing or bad Buckhorn lots. Send samples and lowest prices, and we will bid. Kerr Brothers & Humphreys, Bellefontaine, Ohio.

## HAY FOR SALE.

FOR SALE—Fifteen cars of good prairie hay. Dr. Geo. H. Truax, Frisco, Okla.

## HAY WANTED.

HAY AND STRAW WANTED.  
Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ills.

## BUCKWHEAT FLOUR FOR SALE.

Choice pure buckwheat flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

## FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

## GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

## GRAIN WANTED.

WANTED—Few cars kiln dried salvage corn. Send samples. Address Stockbridge Elevator Co., Jackson, Mich.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

## TO TRADE.

WANTED—To trade a 4 horse-power gasoline engine, new, for a 3-roll feed mill or a combination grain cleaner. Address Hockman & Collier, N. Hampton, O.

## Salvage Grain

Screenings and off-grades of Grain and Feed Bought and Sold.

WRITE OR WIRE

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N. Y.

## THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

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ASK FOR OUR DAILY BIDS  
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who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

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Wholesale Dealers in Field Seeds  
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GET OUR PRICES

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Clovers  
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Blue Grass  
Orchard Grass  
Millets, Hungarian  
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MINNEAPOLIS, MINN.

## Fire Proof

THIS MACHINE IS AN ALL STEEL

Oat Clipper, Fireproof. When you build a fire proof elevator put in fire proof machinery. Buy the make that is

## INVINCIBLE

¶ The necessity of an Oat Clipper in an elevator is generally recognized. Invincible Clippers clip rapidly, perfectly, with the minimum amount of power. The Invincible can be regulated to handle any kind of oats rapidly, with a small percentage of waste. The machine is fitted with our patented device for introducing air into the cylinder. Valves are on the Separator so the air can be regulated to take out everything but heavy oats.

¶ We will furnish references from grain dealers using Invincible Clipper if you will write us. Send for Catalog No. 16.

## The Invincible Grain Cleaner Co.

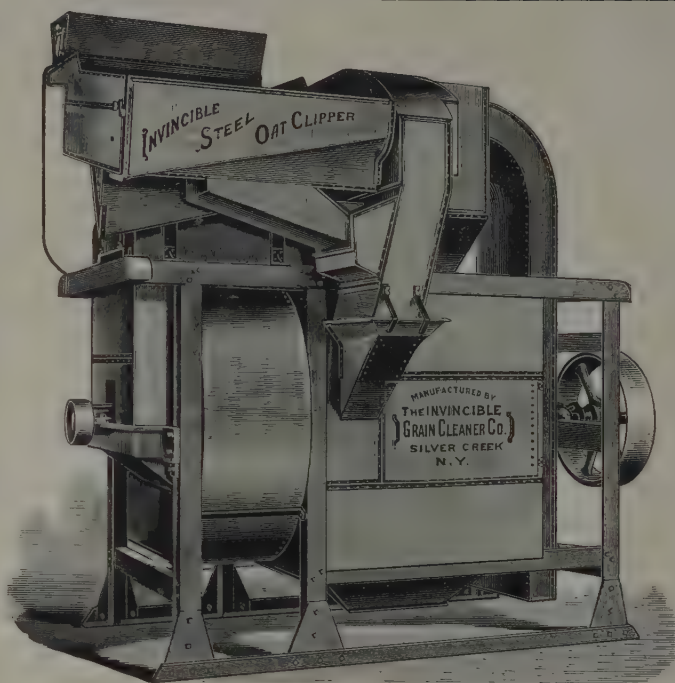
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C. L. HOGLE, 623 Board of Trade, Indianapolis, Indiana.  
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N. W. REPRESENTATIVES  
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Send for 1909 Catalog



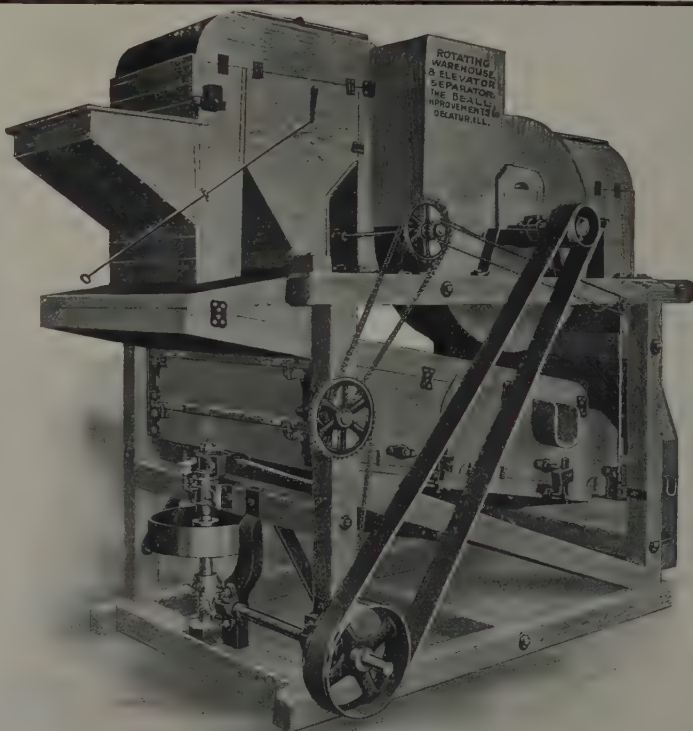
## "I surely would buy a 'Beall'"

"The Beall Rotating Warehouse and Elevator Separator we bought of you two years ago has run every day and most of the time night and day, and the machine has given us the very best satisfaction, and we will say that its capacity is something wonderful. Anyone who wishes to grade wheat for shipping purposes can regulate their suction so easy that it is an easy matter to make No. 2 wheat out of No. 3 or 4, where the valves are properly regulated. If I wanted to buy another warehouse separator I surely would buy a Beall."

Helena Milling & Elevator Co.,  
Helena, Okla.

Write for prices of  
this machine

**The Beall Improvements Company**  
DECATUR, ILL.





## GRAIN DEALERS JOURNAL

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#### The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MAY 10, 1909.

WHEN you see a trade practice which needs reforming, write our readers about it.

BULGING grain doors can be prevented by nailing boards across each end of door, a thing careful shippers always do.

NARROW well-ventilated cribs permit dealers to store corn under conditions which are not likely to hasten its heating or spoiling.

THE uniform bill of lading is still being tolerated by grain shippers, altho all are convinced of its many unfair and unreasonable conditions.

OVERDRAFTS seldom bring permanent profit to any shipper and often result in disagreeable disputes that are expensive and aggravating.

THE CHEAPEST elevator supplies obtainable are seldom satisfactory. They generally give out when most needed and seldom prove an ultimate economy.

CONTRACTORS report that they are securing good material and willing labor at reasonable prices and with unusual promptness so that those who contemplate improvements this spring will avoid friction and worry by starting early with the work.

BETTER elevators are being erected everywhere. The barn builders' services, having proved undesirable, are no longer sought by progressive grain dealers.

DISTRIBUTING apparatus which mixes grain in different bins is very expensive and especially so where the operator has no real interest in the grain.

MISSOURI politicians will keep fighting for the control of the weighing of grain in the terminals of that state until the shippers organize a strong opposition.

HEAVY stone or concrete foundations for country elevators must be credited with a large share of the reduction in the number of houses falling from being overloaded with grain.

POSTED prices on blackboard in office or driveway convinces farmers you are bidding all you can afford. Posted prices, if maintained, invariably relieve the buyer of suspicion of paying different prices.

THE GOVERNMENT has issued a fraud order against the Alaska Wheat Seed Company, much to the disgust of the credulous bucolics who are anxious to secure a yield of 227 bushels to the acre.

IF YOU appreciate your trade journal, tell its advertisers about it. They pay the cost and merit your patronage far more than those who contribute nothing to promoting the trade's common interests.

LATE reports from the Southwest reflect most discouraging conditions in Texas, Oklahoma and Western Kansas. Much grain has been plowed up and even before this was done the acreage was short.

EVERY RECEIVER appreciates advances of shipments in advance of the arrival of the draft, and often he can handle the shipment to better advantage if he learns of its grade quantity in advance.

CINCINNATI bucketshop men have recently been convicted of using the United States mail to defraud, so there is bright prospects of the early termination of the so called O'Dell Brokerage Company.

THE Commercial Exchange of Philadelphia has gone the Produce Exchange of New York one better and petitioned the Government to formulate a reciprocity treaty with Canada which shall admit grain at low rates.

RECENT reports from elevator men would seem to indicate that some, at least, are still holding grain back. They complain of weevil and ask for a remedy. If operators of elevators and mills would keep their plants clean, sweep down the ceilings and walls and dig out the dark corners every week, their plants would not be infested with the destructive vermin.

SHINGLE roofs contributed so many destructive fires to last year's elevator losses that many elevator men propose to cover their plants with iron in order to escape the heavy insurance tax on this old time spark catcher.

CALCUTTA requires every grain warehouse to be provided with a concrete floor so as to prevent the ingress of rats. In this country the only thing requiring it is the builder's own desire for protection against rodents and water.

THE PRICE of Number 2 red winter wheat in St. Louis and other markets has been going up in defiance of the option on the Chicago market and given an awful jolt to Secretary Wilson, who has been telling so much about the large supplies still in the country.

OUR REPORTS of cars leaking in transit, published in each number, bear conclusive evidence, not only of carelessness on the part of railroad men but also on the part of grain shippers. Grain is loaded into many cars which are unfit to transport it, and as a rule the shippers bear the loss.

MORE and more elevator men are making it their rule of practice to give their elevators a thorough cleaning each spring after all grain is shipped out. Nothing is quite so discouraging to the insects which infest the average grain store house as whitewashing walls of basement and first floor.

GRAIN CLEANERS may be somewhat expensive, but it costs more to do without them than it does to use them. About the only corn which has arrived in heating condition in the terminal markets this spring was hot because it was dirty. The shippers of these heating cars no doubt thought they were economizing in not installing a cleaner.

ELECTRIC traction lines will soon be transporting grain in ever increasing quantities. The Illinois Traction Company, which operates about five hundred miles of road, has recently entered into a contract with the C. & E. I. and the Rock Island for an interchange of freight which will facilitate the movement of grain from points on its line to terminal markets.

THE GRAIN DEALER who considers the fire hazards discovered and charged for by the mutual fire insurance companies before he lets his contract invariably makes changes which reduce the cost of his insurance more than one-half. The sketches given on pages 604 and 605, this number, of steam power elevators and their insurance rates are worthy the careful study of every man who contemplates building. By heeding the suggestions of the fire insurance experts grain dealers can generally save more than the changes cost.

MR. PATTEN has returned to Chicago and the daily press will henceforth charge him with being responsible for every change in the wheat market, whether it goes down or up. The makers of yellow news must have a bell to alarm the public with and for the time being will use Mr. Patten.

FEW elevators are so perfectly equipped with mechanical devices as to enable the manager to operate without the assistance of manual labor, but if the machinery makers continue to improve on the present apparatus, the time is not far distant when the business will be relieved of most of its arduous labor.

SO MANY interior consumers have been going around New England dealers and buying direct from jobbers, the New England Grain Dealers Ass'n has taken it upon itself to learn how general the practice has become, and if possible to find a remedy. Those who go around the regular dealers cannot expect also to sell to those dealers.

CLEANING seed for farmers free of charge has resulted in the use of more clean seed being used in the Northwest than for many years past. Some dealers say there seems to be a general awakening among the farmers as to the advantage of cleaning all seed before sowing. If the seed had also been graded and only the heaviest used a still further increase in the yield would have resulted.

THE RAPIDITY with which the grain elevators of this country have been equipped with dust collecting systems speaks volumes for the carefulness of the average grain dealer, who has money invested in grain handling facilities. So many dust laden houses have been destroyed during recent years with frightful loss of life and property, few dare to take the risk of doing without dust collectors.

WOOD PULLEYS cannot be used in elevator heads if the elevator owner desires to insure his plant in mutual companies making a specialty of grain elevators. This fire hazard is so well known the mutual insurance men run from it. Broken cups and old, worn out belts with part of the cups missing, is a poor equipment to start a new crop with. The first choke-up will put the leg out of commission.

FLAT BOTTOMED bins should never be tolerated in a country elevator. In spite of all that has or will be done or said, an inspection of said bins will invariably disclose a deposit of grain of different kinds. Mixing cannot be avoided unless bins are thoroly cleaned before changing the kind of grain stored in them. The self-cleaning bins take care of this problem without any thot or labor on the part of the elevator operator.

PAINTING an elevator with poor paint may be cheaper if the owner expects to sell the plant before the next rain, but if he is really applying paint for protection to his building then the best obtainable should be used. The cost of applying paint is the same in either case. The best paint is none too good and the cheapest, well—it cracks, curls up and peels off with such remarkable promptness as to make its application useless.

SEVERAL railroad companies are again straightening out the curves and crooks in their tracks and others are laying double tracks, causing grain elevator men, who are so unfortunate as to have their houses located on railroad right-of-way, to go to much expense to move to a new site. In fact, some of them will pay much more to move than they would have paid originally for all the ground needed for an elevator site.

THE LOWEST bidder on your new elevator is not always the man you want to build the house unless, of course, you want a very cheap house. The remarkable variations in bids on the same elevators this spring shows conclusively that some low bidders do not figure the cost of a house correctly or else they do not expect to give what the plans and specifications call for. The elevator builder cannot afford to work for fun any more than anyone else.

NO grain dealer will now think of building an elevator without equipping it with shipping scales of the most approved design. In order to detect a shortage shipper must know how much grain he loads into car and in order to collect for the shortage he must be able to prove how much he put into car, as railroad companies fear to pay for grain, supposed to have been lost, unless the proof is reliable. They do not relish being fined \$10,000 to \$20,000 for rebating.

THE Illinois Grain Dealers Ass'n has taken the initiative in calling a meeting of the officers of all the state and local associations for a discussion of the advantages of affiliation of local and state associations with the Grain Dealers National Ass'n. The subject has been discussed many times and every time decided in the affirmative, so there would seem to be no need of further discussion. If the officers of the state and local associations believe in the efficiency of their own organizations, they must also believe that advantages can be obtained through the National Ass'n. The maximum benefits, however, can only be derived by all contributing to the support of the National, both in cash and in the influence of numbers, and in directing the work. The workers invariably have a thankless task which they would gladly turn over to other hands but some must be self-sacrificing if the trade is to be advanced. If the common interests of all are to be promoted, all should join in the work.

LARGER receiving sinks are being installed in country elevators as well as in terminal houses. In some country plants a division board is so placed that two different kinds of grain may be received before any is elevated, but all the new pits are sure to be larger and self-cleaning. By such an arrangement much time and labor, necessary for conducting the business, is reduced to a minimum and the expense for power is reduced because engine will not be started on days when receipts are very light.

TERMS OF SHIPMENT are well covered by the rules of the Grain Dealers National Ass'n. These rules have been introduced and adopted by different state and local associations and it would seem in the interest of the trade to have all grain exchanges adopt the same rules or else have the shippers' associations change their rules to agree with what the exchange members deem fair and equitable. Uniformity in rules governing this one practice will be of much help to the entire trade and will lead the order to uniformity in other rules.

BALTIMORE'S SCALEAGE fight has been reopened by the Chamber of Commerce, which recently sent a petition to the Interstate Commerce Commission asking for a reconsideration of certain findings of fact and questions of law. While it does not seem possible that the experience of the terminal elevators at Baltimore for the period ending July 1st, would justify the scaleage taken, still there is some natural shrinkage of grain while in store, principally as the result of handling, which should be borne by the man who owns the grain during its period in store. Whether the railroad companies desire to stand for this loss or not it would seem unfair for them to stand the loss at one point and not at another. All patrons of their grain elevators are entitled to be treated alike.

JUDGMENT has recently been granted an Ohio farmer who was refused payment for eleven loads of corn because he dumped a scoop shovel with his corn into a sheller. No doubt the wrecking of the sheller was directly due to carelessness of the farmer or his employees. Whether he was liable for injuries resulting would take a trial in court to decide, but any carelessness on the part of the farmer would not justify grain dealers holding back money promised for corn delivered. Hence, the decision rendered against the grain company has no bearing whatever on the liability of the farmer for the damage done by his scoop shovel. It would be much better for all concerned if grain dealers would keep a young man engaged in picking out dirt and refuse before grain goes to sheller. A little work of this character would surely result in a better grade and higher price for corn shipped.



## DROP SIDING DENOUNCED.

Drop siding seems to have many enemies. Grain elevator men who have had experience with it do not all seem willing to try it a second time. It has a few friends, as will be noted by letters published in our "Asked—Answered" column, this number, but the majority seem to be against it. Where wide siding has been used on cribbed elevators, the settling of the cribbing has resulted in many openings which freely admitted rain and sparks. This always results in the rapid deterioration of the building and often in its destruction by fire. It may be that much of the trouble credited to drop siding is due to carelessness of builders in applying it, but the fact remains that the experience of many is far from satisfactory.

## SHOULD COMMISSION MERCHANT BUY CONSIGNMENTS?

In our department devoted to "Asked—Answered," this number, will be found a query regarding the right of a commission merchant to buy for his own account grain consigned to him for sale. We trust every shipper will give us his views in the discussions of this subject.

In the past it seems to have been the unanimous opinion of shippers that no commission merchant could fairly represent both seller and buyer in any transaction. All laws and rules of exchanges have been against any agent striving to serve two masters, not because the agent is dishonest, but because it is next to impossible to serve both interests satisfactorily and without suspicion of favoring one or the other. It is but natural that the commission merchant who buys grain consigned to him, should buy it without competition, and he who is not biased by his own interests will truly be a very unusual man.

## THE REBILLING PRIVILEGE.

Eastern railroads, after permitting grain shippers to use blind billing on shipments for twenty-five years, have made up their mind that such privilege was of sufficient value to the shippers to entitle them to a compensation of \$2.00 per car for diverting. The only excuse advanced for levying this tax on the trade is that the shippers have allowed cars to remain so long at re-billing point as to result in congestion. A blockade may have occurred years ago, but now it is only a matter of memory.

The members of the Eastern exchanges are up in arms and fully determined to secure the abolition of the diverting charge of \$2.00 per car. The Pennsylvania and the New York Central railroads are to blame for this latest expression of greed and Eastern buyers are determined to divert as much business as possible to lines willing to continue the free use of blind billing. They also are raising a fund to fight the charge before the Interstate Commerce Commission and in the courts. The buyers are a unit in denouncing this latest tax on the trade and seldom has anything occurred to make them feel so strongly their common interests. The result of the controversy will be watched with interest by shippers in other parts of the country who are also threatened with a similar charge.

## EXCHANGE RULES FIXING COMMISSION NOT ILLEGAL.

Minnesota's Supreme Court has handed down a decision in the case of the state vs. the Duluth Board of Trade which is of unusual interest to everyone identified with the grain trade. The suit was brought by the state's attorney general to dissolve the Duluth exchange on the ground that it was a combination in restraint of trade. The principal point at issue was the right of the exchange to enforce its rule requiring all members to charge the same commission for selling grain.

Nearly every grain exchange of this country has a similar rule and every time its legality has come before the courts the rule has been upheld. The exchanges realize that unless all members are required to charge the same commission, much cutting and rebating will be indulged in with the result that the service rendered will be so poor as to drive business to other markets.

Thru the rigid enforcement of exchange rules the interests of the trade at large as well as of the exchange members are promoted and protected. These organizations stand for fair play and thru their rules strive to secure a square deal for everyone entrusting business to a member.

In affirming the decision of the lower court the Supreme Court holds that the Duluth Board does not violate the anti-trust law and does not create a monopoly.

The Board of Trade neither buys nor sells grain. The members act as the agents of the producers and purchasers of the grain, and the regulation of their commissions for such service can have no appreciable effect upon either the production or the price of the grain.

So long as the rate of commission is reasonable, as it is conceded to be in this instance, it must be for the benefit of the producer to know in advance what it will cost in commission to have his grain sold.

The points covered by the decision, which was unanimous, are clearly summarized in the following syllabus:

State of Minnesota, appellant, vs. Duluth Board of Trade, respondent.

First—A combination, contract or understanding, the direct and necessary effect of which is to stifle or restrict competition in trade or business, violates the anti-trust statute (chapter 259, G. S. 1894, revised laws 1905, section 5168), whatever may have been the intention of the parties.

Second—A combination, the main purposes and effects of which are to foster the trade and increase the business of those who make and operate it, and which only indirectly and remotely restricts competition in trade or business, is not a combination and conspiracy in restraint of trade within the meaning of the statute.

Third—An agreement or combination for the purpose of fixing and determining the value of wages or other charges for personal services is not within the prohibitions of the statute.

Fourth—A combination formed by dealers in articles of a similar nature in a particular locality, for the purposes of fairly regulating the methods of conducting business and providing rules for fair dealing among members, but which exercises no improper control over non-members and does not control prices or production, is not in contravention of the statute.

Fifth—Rule 26 of the Duluth Board of Trade, which provides that all members of the board shall charge a uniform and determined rate of commission for selling grain for non-members, and provides penal-

ties for the violation of such rule, is not in violation of the Minnesota anti-trust statute.

Sixth—The Duluth Board of Trade, as constituted under its charter and rules, is not a conspiracy or combination in restraint of trade, or which restrains, limits or interferes with free competition in the production of grain or in the purchase and sale of grain at Duluth.

Seventh—Rule 26 of the Duluth Board of Trade does not violate the Minnesota anti-trust statute, as its direct and necessary tendency is neither to restrain trade by preventing competition in the business of buying and selling grain, nor to limit, fix, control, maintain or regulate the price of production of any article of trade, manufacture or use bought and sold within the state, nor to prevent or limit competition in the purchase and sale thereof.

Eighth—The rules of the Duluth Board of Trade do not create or tend to create a monopoly. Trade and commerce is monopolized when, as a result of efforts to that end, previously competing businesses are so concentrated in the hands of a single person or corporation, or a few persons or corporations acting together, that they have power to practically control the prices of a commodity and thus practically to suppress competition.

Ninth—In a proceeding by the state against a corporation and its officers, charging them with the violation of the anti-trust statute, the state may appeal from a judgment in favor of the defendants.

## JUDGMENT FOR GRAIN DOOR LUMBER.

Grain shippers who have found it necessary to supply their own grain doors in order to get their grain to market will be pleased to note that one Nebraska shipper has resented the refusal of carrier to reimburse him for money spent for lumber and recently bot suit and secured judgment for the full amount asked as cited in our Nebraska news column.

The M. P. R. Co. being unwilling to keep a supply of grain doors at Cook, the shipper spent \$140 for lumber and gave his own time to making doors. He was refused payment because the poor company feared to disobey the Interstate Commerce Commission and it did not have the honesty to file a schedule with the commission providing for the reimbursement of shippers who constructed their own grain doors.

There is some prospect that the case will be appealed, but if the railroad company does appeal it will be an act of extreme cowardice. The courts have frequently decided that it is incumbent upon the railway companies to supply cars in condition to receive the freight which they are intended to transport, and no doubt every court of last resort will take a similar position; so that to appeal the case will merely defer the day when the railroad must finally reimburse the shipper for money expended in purchase of lumber to construct grain doors.

If the grain shippers of Nebraska would get together and organize an ass'n they would soon force every railroad in the state into keeping a supply of grain doors at each station and into filing a schedule with the Interstate Commerce Commission providing for the reimbursement of each shipper who finds it necessary to buy lumber from which to construct grain doors. As long as the shippers strive to fight their battles single handed, the longer will trade be handicapped by a weak fighting force.

# Letters

## From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### NEBRASKA DEALERS MUST PAY TAXES ON AVERAGE PROPERTY.

*Grain Dealers Journal:* I notice in the last number of the Journal, page 508, an explanation of how Nebraska assessors have been instructed to arrive at the amount of grain dealers' taxable property. Since that letter was issued by the Secretary of the State Board of Equalization and Assessment, differences have arisen which resulted in the following instructions being issued to assessors:

Lincoln, April 21st, 1909.

To the County Assessors of Nebraska: Gentlemen—From numerous letters recently received at this office, it is evident that there is still difference of opinion among some grain brokers and assessors as to the correct manner of assessing the property of grain brokers and grain companies, and I therefore again beg leave to call your attention to the Supreme Court's definition of the words "average capital," or "average amount of capital," as used in my circular letter of the 2nd inst.

Average capital of a grain broker, according to such definition, is not only the average amount of money used in buying grain, but it is "the average of the amount of cash and all other property of every kind used in carrying on the business."

Average capital must therefore necessarily include the real estate, if any, and all buildings and equipments owned and used in carrying on the business; also the average amount of money used in buying grain, such average to be determined from the last year's business, but in determining which no fixed or hard and fast rule can be applied. But grain on hand on the first day of April should not be considered in determining the average amount of capital.

To illustrate the manner in which I would proceed to assess the property of a grain broker consisting of elevator with equipment, office building with furniture, scales, cribs and sheds, all of which I will presume in this case to be on leased ground, and grain on hand amounting to \$400.00, cash on hand or in bank amounting to \$300.00, and a piece of real estate, I will give the following as a brief example:

If I should find, that the elevator with its equipment is worth \$4,000.00; that the office building with its furniture is worth \$75.00; that the scales are worth \$75.00; that the cribs and sheds are worth \$400.00; that the real estate is worth \$400.00; and that the average amount of money used in buying grain is \$1,000.00; the average capital used in carrying on the business would then be \$6,450.00.

I would then list for assessment the buildings, equipments, furniture, scales and real estate, at their appraised value. In this case \$6,450.00; I would also list for assessment the grain on hand, valued at \$400.00; and the cash on hand or in bank, amounting to \$300.00; and in addition I would list the excess of the "average capital" over the amount of real estate and other tangible property, which would be \$300.00. This would make a total valuation of \$6,450.00.

By deducting the value of the real estate, which is separately assessed, \$400.00, I would have a personal property assessment of the actual value of \$6,050.00.

If I had found grain on hand amounting to \$800.00 instead of \$400.00, but all other property including cash to be the same as shown above, then the amount of tangible property would have exceeded the "average capital," and in that case I would not have added anything to the value of the tangible property.—Yours very truly, Chas. Schavland, Secretary.

I feel certain that after Nebraska dealers have read the two letters of the secre-

tary they will know exactly what to expect.—J. P. M.

### FAVORS STEEL GRAIN DOORS.

*Grain Dealers Journal:* Did you ever consider the cooerage of cars as a serious proposition? Of course you have, with the equipment now furnished. It has grown to be a serious as well as an expensive proposition. It seems to me that if the different R. R. Co.'s. did not want to stand the expense of equipping cars with some good patent door, they could go ahead and equip their grain cars with some sensible door, and make arrangements to collect for each car thus equipped a small amount, say 20 to 25c every time it is loaded with grain, said amount to be paid at destination the same as the freight is paid.

Mr. Scott Williams, Train Master of the I. C. R. R. at Clinton, Ill., has in my estimation the only successful grain door yet on the market. With it one can, after sweeping a car, close the doors and be ready to load in at least five minutes time while as we have it now, it takes at least thirty to forty minutes to cooper one car. With a properly equipped elevator, with the Williams Door one could easily have a car half loaded while he would be getting one ready under existing conditions. If you are interested in this and think the plan a safe one, why not take up the matter and let us start the ball rolling?

I have seen this door in use, saw it loaded with grain and know whereof I speak. There are two doors on each side that swing either in or out, that extend about two-thirds of the way to the top, then a narrow one that slides up under the roof, the swing doors are heavy Steel and so braced that it is impossible for them to give, and they are also absolutely grain proof.

We are all in the business to make and also to save a little money, and the way matters now stand the expense eats up a good share of that which legitimately belongs to the dealer.—Very truly yours, J. F. Ellis Mgr. Farmers Elevator Co., Assumption, Ill.

### WELL PLEASSED WITH THE WAY CONCRETE STOOD FIRE.

*Grain Dealers Journal:* We have had inquiry from a number of interested individuals, all of whom seem to be very anxious to know more about concrete. We regret very much as a matter of curiosity that our concrete elevator was not in the fire, altho for our own selves we are very much pleased that it was not subjected to a test. We are very well satisfied that if our concrete building had been a frame structure it would have withstood the fire without any trouble. For several reasons, however, we were very much impressed with the concrete which was exposed to the fire. In the first place, there were a good many concrete partitions shutting off different rooms. Wherever the concrete came in contact with the fire, the fire seemed to have absolutely no effect, altho these partition walls were only two inches thick.

We believe we would not have had any damage whatever to our mill building, and would simply have lost our machinery had it not been for the fact that our machinery made heat sufficient to cause the buckling of the supporting iron columns. These should have been protected with concrete, but were not, and as a result pretty nearly all of the columns in the building are buckled, necessitating a complete rebuilding of this building excepting

possibly the sixth story in which the iron was entirely encased in concrete, and which did not suffer at all from the fire.

The fire broke through the spouting connecting our elevator supply bins and the mill and set our wooden bins on fire. These bins started from a concrete first story and this concrete was not injured in the least. The bins were also covered by a concrete floor, our tower being entirely of steel. The concrete floor prevented any flames whatever from appearing, and, while a good third of the bins were burned, the flames did not touch the steel tower in any manner. This concrete floor also protected the grain very much which was in the bins. In fact, altho tons of water were poured on to this floor, we found the grain in some of the bins absolutely dry.

We feel very enthusiastic in regard to the concrete as a fire preventive, and it is needless to say that all of the bins which were destroyed will be rebuilt of concrete. We are pleased to say that we were fully protected with insurance. Yours very truly, Husted Milling Company, Buffalo, N. Y.

### WANTS FEDERAL LAWS TO STOP LOSS.

*Grain Dealers Journal:* In the last issue of the journal quite a number of letters were printed from grain dealers about their experience with short weights. Most of them are at a loss to find a remedy. The following is what I believe to be the best and only remedy for short weights.

Enact a Federal Law and compel the Railway Co.'s to put in track scales at every station shipping 50 or more cars of grain a year. Have the depot agent weigh the empty car in your presence, (car being detached from engine or other cars). After the car is loaded have agent weigh again in your presence, and give you a receipt for so many pounds or bus. If there is a shortage at the other end compel the Railway Co. by the same law, to settle for this shortage, less a natural shrinkage, within 60 days. There should be a penalty clause in case it fails to do this and the shipper has to sue for his claim.

With such a system of weighing the railway co.'s would see that the grain was accounted for at destination, and in case of a leaky car, they would instruct their train men to stop the leak, while car was in transit.

Two years ago I received a letter from a prominent grain dealer in Kan. His only objection to my plan was that he was afraid everyone would ship their own grain, meaning the farmers. For this flimsy reason he allows his brother Kansans in the grain business to be robbed of 5 to 25 bu. on a car, and sometimes more. Think of it. A miller receiving 500 cars a year allows the so called sworn weigher to short weight each car from 7 to 15 bu. amounting to 5,500 bus. net gain.

The writer overheard an elevator man say, after his elevator at some terminal point was burned that he lost 25,000 bus. of wheat in the fire. After asking a few questions I found that not a bus. of this wheat had been bot, and this elevator was not the biggest one, in fact it was the smallest at that point. If some of the old shippers will let their throts "Advance" they will know the name of the elevator, the place and the owner.

Why must we the greatest people in the greatest country in the world, allow such a steal? We may be great in doing these things, and still greater in covering



them up, so that the strong arm of the law cannot take hold of us, but is this real greatness?

If every shipper would work to get a Federal law passed like the afore mentioned, we would bring about some good results, but do not expect any too much help from millers or terminal elevator owners, altho I know there are some honest men among both.—P. Lorenz, Cordell, Okla.

[This might prove satisfactory if railroad companies would place track scale under cover and employ an expert scale man at each scale to keep it in working order. Track scales are used so roughly by railroad trainmen the weights obtained are seldom correct. Several states now have a similar law, but grain shippers make no effort to secure the installation of the scales.—Ed.]

### Got In With the Wind.

So many different sections of the country have recently been visited by heavy wind storms, the wonder is many elevators have not been leveled to the ground. Good fortune, however, seems to have been with the grain dealers and they have been spared.

One Indiana firm was put to considerable expense by the demolition of its annex, which was leveled to the ground by wind on the evening of April 29th. A photograph of the wreck, taken the following morning, is reproduced herewith. The main building was not damaged beyond an injury to the roof of cupola.

Prizes valued at \$4,773 recently were distributed by the publishers of the *Nor'-West Farmer*, Winnipeg, to guessers on the number of kernels in a 5-lb. jar of wheat. The jar contained 82,496 grains.

Sacks for grain shipped to Mexico should be strong for reuse for coffee shipments, says Consul Haerberle of Manzanillo. On several occasions wheat from the States has arrived in bad condition due to sacks being rotted. A good coffee sack can be sold for 21 cents U. S. currency.

### Supervision of Concrete Construction.

Speaking of the marvelous adaptability of concrete to building construction, Mr. Leonard C. Wason, president of the Abnerhaw Construction Co., recently emphasized the absolute necessity of technical knowledge and experience in its use and of the most thorough supervision in connection therewith. He points out that "in the case of the common or careless contractor, the steel setter is usually little better than a poor carpenter—in fact, hardly more than an intelligent laborer. Upon him falls the whole duty of setting the steel, often sorting it from the stock pile to get the right sizes. Sometimes he is checked by the foreman; often not. If the job is carelessly handled, it is not inspected, and as a consequence this cheap man becomes responsible for one of the most critical features of the entire work.

"In such an organization the mixture of cement is no more intelligent—usually less so. Inaccurate setting of the reinforcement is immediately hidden from sight as the work progresses, and poor workmanship in the matter of materials and mixing is not readily revealed. Herein lies the great danger in the use of reinforced concrete, a danger which is always present where an inspector is not employed on the work.

"The ordinary contractor, who does not realize the importance of exact location, seems to think that if his steel is merely buried out of sight, it is sufficient. But the experienced, who understands the vital necessity of accurate setting and mixing, delegates men to check one another in the selection and placing of steel. The best contractors also employ engineers, whose duty it is to supervise and check all work; thus eliminating the errors which are always certain to occur where cheap and inexperienced labor is relied upon. Where a job is being executed under the supervision of an independent engineer, his inspector ought, and usually does, note the setting of every bar. It is also his duty to see that every batch gets its full amount of cement and is properly mixed."

### Screenings

Remember when dismantling a gasoline engine for repairs to mark the teeth on the two-to-one gears, so as not to make a mistake when erecting.

Colonel E. J. Bell of Laramie, Wyo., has laid a wager of \$10,000 cash that his Wyoming farm will produce more oats per acre than any land in western Canada, the crops to be judged by officials of the National Corn Exposition.

After one of his unprofitable campaigns in the Chicago wheat market Chas. M. Schwab, the steel magnate, wired an inquiry to his broker for the name of the man who took the other end of his trades in wheat. The broker replied that it was very hard to tell who it was. "I should like very much to know him," wired Schwab, "as he appears to be a very shrewd fellow."

When I was running a rectifying plant at Vincennes, Ind., we were in the habit of purchasing condemned grain. As far as I was able to determine we could make as good spirits from poor grain as from the best the market afforded. The only difference was in the yield, the better grain producing more spirits. One lot we purchased was so rotten that the health authorities compelled us to throw it away before we had used all of it. We could not burn it, it was so wet and rotten, and the only way we could get rid of it was by burying it.—E. T. Millett of Louisville, Ky., testifying in the Government inquiry.

American capital is greatly feared by the "big four" which is in control of the grain trade of Argentina. This coterie has made trading in future deliveries in Buenos Aires a farce, and really no attention should be paid here to the quotations on future deliveries sent from there. It has developed that traders in futures, who were active shortly after such trading was established in Buenos Aires, had gradually been weeded out by the "big four." At present the indications are that it will require American capital to break the ring in control of the grain trade there if it is ever broken. The capital now employed is principally English and German, the former predominating, says Felix Kalb, who has been employed in the grain trade of Buenos Aires and Rosario during the last 15 months.

There has been more or less talk about removing the import duty on wheat. New York Produce Exchange has petitioned Congress to remove the duty, but we don't believe Congress will pay any attention to the request. The removal of the duty would mean lower prices to the American farmer. What this country needs is more farmers and more grain. We have the land and consumption seems to be getting ahead of production. High prices should increase production, and that is what should be brought about. Many in the trade and farmers generally would oppose any change in the import duty. However to show the difference in prices prevailing in America and those in Canada, we received a sample of Canadian oats May 3 from an exporter in which quality equals our Standard White, and which they offer c. i f Toledo in bond at 44½ cents. The import duty on oats is 15 cents, which would make the cost 59½. Standard White oats are selling at 57½, so that even with a 15 cent import duty the Canadian oats are only about 2 cents out of line.—J. F. Zahm & Co.



Harlan Bros. Grain Storehouse at Ambia, Ind., After it Met a Cyclone.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### MAY LOSE IN RETAILING.

*Grain Dealers Journal:* If Mr. White who reports more than a 2% invisible loss does a retail business his loss may be in that end of the business. If he does not retail wud advise him to look after his scales.—Edgar Johnson, Everest, Kan.

### DROP-SIDING WILL NOT KEEP OUT RAIN.

*Grain Dealers Journal:* Drop-siding can not be laid so it will keep out water during a beating rain. After a few years it will shrink so there will be many spaces which will permit water to go through on windy days. This will wet the sides so that grain will stick and grow and accumulate a moisture so as to cause the rotting out of the boards. I have seen it used over sheeting and found enough dampness got in between the two to rot the boards badly in less than ten years. We have just finished placing lap-siding over drop-siding, which a few years ago was put on the elevator over a covering of sheeting. H. E. Foster, Agent, Wright-Leet Grain Co., Ellis, Neb.

### ASKS DISCUSSION OF AFFILIATION WITH G. D. N. A.

*Grain Dealers Journal:* A very cordial invitation to attend a meeting of presidents and secretaries of Grain Dealers Ass'ns, during the Sixteenth Annual Convention of the Illinois Grain Dealers Ass'n, to be held in Peoria, in the National Hotel, June 15th-16th, has been tendered the officers of each state ass'n.

The object of the meeting of presidents and secretaries, and the subject for discussion is, "The Advantages of Affiliation of State Grain Dealers Ass'ns with the Grain Dealers National Ass'n."

Believing firmly in the great advantages to be gained by all the organizations, which work for a common purpose, having a general head, such as is the Grain Dealers National Ass'n, which all may support, and from which all may receive benefit; and desiring only the greatest benefit for all the trade, would it not be well that all the presidents and secretaries should meet together and consider how best we can be of the greatest benefit to the Grain Shippers?

It can truly be said for the Illinois Ass'n, that, being affiliated with the National Ass'n, proved just the balance needed to solidify and strengthen the organization. Since re-affiliation this ass'n has increased in membership; has been freed from turbulency, for the reason that there was a power to which appeal could be taken; and has felt the assistance in many ways to have been of benefit.

National questions are piling up many and fast, and must be met. They will be handled easier by having a general head, ready at all times to speak for the grain trade; and an officer who is

well advised of the needs and requirements of each section of the country.

Realizing the advantages gained by a conjunction of a few of the State Ass'ns, it is felt that there would great good accrue to all the grain trade did all the ass'ns join their efforts and work in harmony for a common purpose, a common good; hence this call for a meeting of all concerned.—Yours truly, S. W. Strong, Secretary, Pontiac, Ill.

### SHOULD COMMISSION MERCHANT BE PERMITTED TO BUY IN GRAIN CONSIGNED TO HIM FOR SALE?

*Grain Dealers Journal:* Would you be kind enough to give us your views as you have formed them from our frequent conferences with country dealers at Grain Dealers Ass'n meetings and elsewhere, of the desire on the part of the country shippers relative to the sale of their grain shipped on consignment? Do they or do they not object to their commission merchant to whom they make shipments, buying consigned grain in for their own account, or are they as a rule indifferent as to whether the commission merchant buys in grain consigned to him for sale or sells it to some one else.—The Bewsher Co., Omaha, Nebr.

### DROP SIDING INCREASES FIRE HAZARD.

*Grain Dealers Journal:* In the April 25th issue I note an inquiry as to Why drop siding may not always be water proof and fully satisfactory. The trouble with drop siding may be due to the settling of the cribbing and to the give and take from load to unload that is common to all elevators. This can cause a strain and buckling of the siding strips so as to admit water or gather the dust and add to the locomotive spark hazard.

The point to consider is that nearly all newly constructed elevators use iron siding which has the advantage of reducing the insurance rate and when connected to a metal roof gives a further protection to the property from lightning as good as a lightning rod system. With the cost of a lightning rod system added to shingle roof and siding the metal roof and iron siding would be cheaper with a far lower fire insurance rate and greater safety to the property.—C. A. McCotter, Sec'y, Indianapolis, Ind.

### GOOD RESULTS FROM ½-INCH DROP-SIDING.

*Grain Dealers Journal:* In reply to the query of J. M. McCloud on page No. 509 of your April 25th Journal in regard to using drop-siding on elevators, will say, we have used it for fifteen years and we cannot recall an instance of grain being injured by getting wet by rain being driven thru the siding by the wind.

We ordered our white pine formerly tongue and grooved ½" but for the last few years we have been using short-leaf yellow pine, tongue and grooved, ½ inch, pattern No. 102 and specifying grade as "B" and better. This lumber is only furnished by a few mills. It looks like finish lumber and holds paint; comes thoroughly dry. The Crossett Lumber Co., Crossett, Ark., put out a nice line of this siding.

Siding on studded elevators should be well driven together and the nails driven in straight. In some elevators that we first built we used the ¾ inch tongue and grooved siding and found that the rain

driven by wind wets the grain. However none has been damaged of any consequence. We prefer a studded elevator to crib as it does not settle and throw our machinery and scales out of level. Yours truly.—Edwin Beggs, Ashland, Ill.

### SHRINKAGE 1½ PER CENT.

*Grain Dealers Journal:* I find your Asked and Answered department very interesting. Our shortage for the year was 1½%, the greater share being difference in terminal weights and loss enroute. We shipped out at once the light damp early threshed grain and had very little loss from shrinkage while in store.—John Mundt & Son, Tocterville, Iowa.

### RAIN COMES THRU DROP SIDING.

*Grain Dealers Journal:* In reading the journal of April 25, '09, I find that Mr. J. F. McCloud is asking for experience with drop siding for elevator siding. The elevator I am managing is covered with drop siding for 25 ft. from the top and when we get a good beating rain water certainly comes into your bins. I think this is the best of lumber of the kind as the house was put up by a good firm not caring much for expenses. I would use something different than drop siding if I were to build an elevator.—Yours respectfully, E. W. Carter, Alvin, Ill.

### THE BEST COVERING FOR AN ELEVATOR.

*Grain Dealers Journal:* In reply to inquiry of J. F. McCloud, I would advise him to leave all grades of drop-siding out of his calculations for elevator building.

The use of drop-siding is very unsatisfactory where same has been applied long enough to stand the test. Owing to the increased width of drop-siding over plain bevel siding, the shrink is greater and allows rain to beat in between the joints causing grain to spoil and even rot cribbed elevators when put on over solid cribbing.

The best cover for a cribbed house is galvanized iron. Bevel siding properly applied is good but expensive and does not give the protection against fire that galvanized iron does.—G. B. R.

### CAN USE YELLOW B/L AND BILL TO COMMISSION MAN.

*Grain Dealers Journal:* It occurs to me that the following query has not been properly answered:

We would like to know if a grain dealer can bill a car of grain to the order of a commission firm on the yellow form of B/L without indorsing on the back, for example, "consigned to the order of A. B. & Co., Chicago."

Of course we know that to consign to ourselves and then notify the commission firm is one way, but we hold that the other way is proper, too.

The C. M. & St. P. Ry. at this station refuses to accept yellow form B/L without consigning first to ourselves, and then sign over to commission firm.—Rufus Bullard, Maxwell, Ia.

He asks if he can use a yellow B/L and bill to the order of his commission man without indorsing it on the back.

He does not wish to bill it straight, but to the order of commission man.

This he has a perfect right to do and it is done daily. An endorsement of shipper is not necessary nor of any account because it is not billed to his (shipper's) order; it is the commission merchant's endorsement that is needed.



If a check was made to the order of the commission merchant would it need the endorsement of the man who issued it? Certainly not.

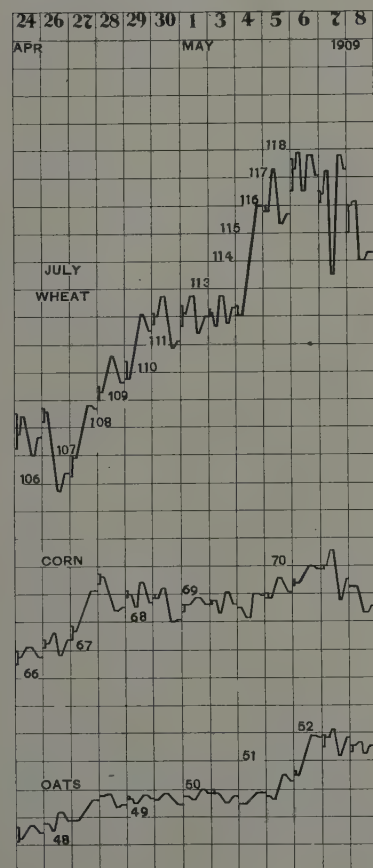
We are billing grain this way from all Michigan lines right along without any trouble.—Very truly, W. E. Shelden, Jackson, Mich.

## PAINTS DROP SIDING BEFORE PUTTING IT ON.

*Grain Dealers Journal:* I have had made and used a great deal of drop siding and find it very satisfactory when it is properly made and well put on, I have a special design by which I have been having it made for the last twenty years. I have used it on a great many grain elevators and other buildings and have had no complaint. I always have the siding thoroly seasoned and usually paint it before putting it on the building. If there is any one that would like blue print of my design of siding I will send it to them if they will send me twenty-five cents to pay for the printing and mailing. I have used over 500,000 feet of siding made after this design, and with no complaint as to leaking.—E. F. Chessman, Denver, Colo.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for 2 weeks prior to May 10 are given on the chart herewith.



## RECOMMENDS 6" DROP SIDING.

*Grain Dealers Journal:* I have had experience with drop siding and will say, that if Mr. McCloud will use good straight 6-in. drop siding and see to it that workmen nail it securely and pinch it up tight he can make a good elevator wall of it. Don't allow lumber dealers to talk you into using 8-inch, as it is too stiff and hard to pinch up. Then too it shrinks  $\frac{1}{4}$  more than a 6-inch board. The builder should have it understood with lumberman that all boards with short crooks or rainbow boards must be culled out or taken back and straight ones furnished instead. No split boards should be used in walls on outside of building as cracks will open when hot dry weather strikes it and dashing rains will beat in. All outside walls must be kept well painted.—Yours truly, W. D. Jones, Mattoon, Ill.

## DROP-SIDING ADMITS RAIN.

*Grain Dealers Journal:* Having followed carpentering and building for fifteen years and remodeled many old buildings covered with drop-siding, I think I can tell of drop siding from real experience, which should be of benefit to your readers. I never remodeled an old building covered with drop siding but what I found the inside of the siding badly colored and water-stained. Paint will not stop water getting inside because the drop-siding is susceptible to changes of the weather. It is impossible to lay it so that it will be and remain water tight, especially at the joints, water will beat in around the frames through the cove of the siding. The only way I have been able to keep out the water is to cover the drop-siding with metal or lap-siding. Where lap-siding is used, it should be one inch wider than the drop-siding, as it must be nailed on the flat surface of the old siding. Very truly, O. M. Niccum, Swayzee, Ind.

## Construction Echoes.

BY J. M. MORE.

The failure of concrete structures to give satisfaction is due in most cases to the use of cheap cement or to carelessness on the part of mixers. Some contractors have no knowledge of the proper proportions needed to secure a mixture which will hold, and in fact some do not care because there is little chance of the elevator man's discovering the inferior material given him until long after the house is paid for. It behooves those who do not know the requirements of good concrete work to employ a special inspector or to entrust their contract to responsible engineers, who take a pride in doing things right.

Some engineers now keep three shifts of men going when erecting concrete bins so as to avoid seams in the walls and insure maximum strength.

The grain dealer, who after inspecting a poorly constructed concrete tank which had cracked and permitted rain to drive in and grain to run out did not stop to consider whether or not the contractor who erected the plant was to blame. He placed the entire blame upon the material and let his contract for steel tanks. Cheap work in any kind of construction is never satisfactory.

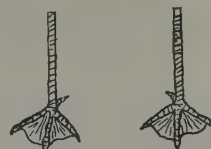
The Corn Products Refining Co., it is said, will engage in the manufacture of candy and baking powder.

## E. G. Cool.

E. G. Cool, well known to the Western grain trade, is now representing Philip H. Schifflin & Co. in Iowa, Southern Minn. and S. D. Mr. Cool is an Iowa man. He grew to manhood on a farm in Madison County, except that 4 years of



E. G. Cool, Ft. Dodge, Ia.



His Web Feet.

his early life were spent with his mother on her Nebraska ranch, where he herded cattle in the Summer, and walked 4 miles to school and back during the Winter season.

Mr. Cool's business education was rounded out in a leading business college in Iowa from which he graduated. He spent a year on the Brookmont farm in Sac County, putting into practice what he had learned in school. His interest in the grain business began when he became book-keeper for Wilson & De Wolf at Laurens. He was also Mr. De Wolf's private secretary during this period.

Mr. Cool lives at Ft. Dodge and has represented T. E. Wells & Co. for the past 5 years in Iowa. His integrity and splendid traits of character have made him many warm friends in the grain trade. His wide and varied experience, especially qualifies him for his present position. Mr. Cool has always been an energetic and conscientious worker, and will prove a valuable acquisition to the estimable firm of Philip H. Schifflin & Co.

Under date of Apr. 29 he writes us from Hampton, Ia., as follows: "We are having so much rain out in Iowa that I am thinking of getting a motor boat to travel in. I have web-feet already."

Corn is the staple crop of the Transvaal, the climate of this part of Africa being suitable for maize growing. The greater part of the crop is consumed by laborers in the mines.

## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### ILLINOIS.

Hayes, Ill., Apr. 27.—A poor stand of oats in this part. Wheat looks fairly well.—J. C. Roe & Co.

Tinley Park, Ill., May 7.—Crops are backward. Average yield for corn was 40 to 75% and for oats 40 to 60%.—Henry Bruegeman.

Manchester, Ill., May 6.—Wheat an average acreage; growth improved very much in the last month. Look for about an average crop here.—V. R. Blevins, agt. Elmore & Lemmon.

Chicago, Ill., May 3.—I have been thru Knox, Peoria and Stark counties. Business is very quiet. No indication of acre grain movement. No wheat left in farmers' hands.—R. G. Freymark.

Argenta, Ill., May 5.—Oats looking very good, farmers getting the ground in fine shape for planting corn. Will be a large acreage of corn planted here this year.—Clark Grain & Elevator Co.

New Burnside, Ill., May 7.—Wheat looks good, but the acreage is small and as to wheat in farmers hands, there is none. The acreage is possibly one half of the average year.—T. J. Isaac & Co.

Moweaqua, Ill.—Wheat in this section poor stand. Farmers plowing it up. Large acreage of corn. Some planting. Oats not looking good. Some damage by hail and cold weather.—Thompson & Housch.

Longview, Ill., May 5.—A full acreage of oats sown and is looking good. Corn planting has just started and the acreage will be about the same as that of last year. Ground is in fine shape.—P. T. Madigan, agt. National Eltr. Co.

Nebo, Ill., May 6.—The acreage of wheat is about 75% of the average crop. The condition has greatly improved in the last thirty days and at present bids fair for a good yield. Not more than 10% of the old crop in the farmers hands.—F. A. Robinson, agt. Elmore & Lemmon.

Flanagan, Ill., Apr. 23.—Not much of the old crop of oats left to move. Little corn is moving at present; farmers are holding it for 70c. Oat fields look good; but some late seeding, weather cold. Corn planting will begin in about 10 days, if the weather will permit.—Locker Bros.

Magnolia, Ill., May 6.—Oats crop doing very nice but find that recent freeze has set some back considerable but with favorable weather see no reason why oats should not grow good. Many farmers planting corn. Soil in first class condition; about 25% of old corn in farmers hands.—Surface & Ensign.

Mattoon, Ill., May 6.—About 30% of old corn in farmers hands and 20% of oats. A normal crop of oats sown and will be more than a normal crop of corn planted. Oats were sown in good condition and aside from being retarded in growth by cold weather, are doing nicely and with favorable weather will have an excellent crop.—Big Four Elevator & Milling Co.

Manito, Ill., May 7.—The wheat acreage in this section is about 10% short of last year. Condition is also below last year. I would think about 75% of an average crop. Oats acreage is fully 50% more than last year and present condition would indicate 95% of an average good crop. Corn in farmers hands not over 15% of last year's crop. Wheat practically all gone. It would be hard to get enough to load a car in territory tributary to this place.—XX.

Morrisonville, Ill., May 6.—Acreage of wheat 15% under an average owing to drought last fall; condition about 71% of average. Oats average about 105% of last year; good stand and promise good crop with favorable season. Very little corn planted here yet, but 75% of plowing is done. No grain held by farmers in this part of the state. Have been in business here thirty eight years and in that time have never known so little grain in this locality. No wheat, no oats and very little corn on farmers hands.—The Herdman Grain Co.

Chicago, Ill., May 3.—Harry Smith representing Arthur R. Sawers who has been traveling in the central part of Ill. reports oats looking fair. Oats were seeded in fine shape but cold weather kept them back. No oats nor wheat in farmers' hands in Central Ill. Elevators are at a standstill. Some corn back but will not move for less than 70c to 75c to farmer.

Olney, Ill., May 5.—About one-quarter of crop of wheat sown. Most of the wheat was sown late but looks fairly well now. A good acreage of oats sown and looks well, corn planting is the order of the day now; a very large acreage is being planted. Very little grain of any kind in farmers' hands. No oats, not much wheat and corn will soon all be gone.—S. C. Wilson & Co.

Melvin, Ill., May 6.—About the usual acreage of corn and oats in this locality, and the general report seems to be that oats are doing very well; little slow of growth but looking very good and no doubt this warm weather, if it continues, will put them in good shape. Corn in farmers' hands is about 40%, and think it will move very slow under 70c.—Lamoureux & Inkster Bros.

Mendota, Ill., May 6.—About half of old or last year's crop of corn in farmers hands with only about 15% of oats. About same acreage of oats as last year. Also about same amount of corn to be planted. Soil in fine condition, but some new spots of low lands rather too wet. Much rain of late. Oats hurt some by hail and much rain but think will come out all right.—John S. Keller, agt. Neola Eltr. Co.

### INDIANA.

Tipton, Ind., May 6.—Oats acreage large and looking well. Wheat indicates a half crop. A large acreage of corn will be planted and the farmers are well along with their work.—E. W. Phares.

Chase, Ind., May 8.—Nothing doing here. Perhaps will be a light movement of corn after corn-planting. Oats in farmers' hands are very scarce. Oats in ground looking fairly well.—Lawson & Johnson.

Tipton, Ind., May 6.—Grain in farmers hands not very much. Will require all at home, especially corn, might be some oats to ship. Wheat is looking fine although acreage is not as large as in former years.—D. R. Smith.

Evansville, Ind., Apr. 24.—Several well posted men in this locality who have been out in the country the past few days report wheat looking fine and condition considerably above last year.—Wm. Roovaart, correspondent Lamson Bros. & Co.

Stone Bluff, Ind., May 7.—Acreage of wheat and oats is about normal; but that of corn will be slightly in excess of last year. The oats and wheat are all shipped out and there is but little corn to sell, not to exceed 5% of what there usually is at this time.—Jones Bros.

Kentland, Ind., May 8.—Farm work is well advanced in Ind. and Ohio. The farmers are busy planting corn. Wheat acreage is short. Wheat is small but looking much better than a few days ago. Oats are small but stand is good.—Wm. Simons, with McCray, Morrison & Co.

Raub, Ind., May 6.—No material change in acreage from last year in the principal grains. Oats have a good stand, but are backward in condition. Corn planting just begun under favorable conditions. Smallest per cent of corn and oats on hand on farms and at stations that was ever known at this time of the year.—Kirkpatrick Bros.

Riley, Ind., May 6.—Prospects for new crops in this section good. Ground working fine and many planting corn at this time. There will be a large acreage put in corn. Acreage in oats is larger than usual. While wheat acreage is not as large as usual the new crop is in fine growing condition. No old grain in farmers hands.—H. W. Earley, mgr. Bartlett, Kuhn Co.

Springport, Ind., May 6.—Wheat outlook not very good; stand is poor, thin on ground; does not seem to grow much with favorable weather. Some few good fields. Do not believe most of it can mature to good quality; 10% to 15% of acreage abandoned to oats. Very little wheat in farmers' hands here and no oats. Some corn left but is being taken by feeders at 70c at the crib. Corn planting is progressing rapidly here and the ground is said by farmers to be in favorable condition.—Lloyd Grim.

### IOWA.

Des Moines, Iowa, May 3.—J. Wm. Mills representing Gardiner B. Van Ness reports that not more than ¼ths of the promised oats acreage is planted. The land which was to be planted to oats will be put in corn.

Peterson, Ia., May 6.—Every thing is very backward here, but the acreage will be very much the same as last season. Very little grain left in farmers' hands in this locality.—Wm. Underwood, mgr. Farmers Eltr. Co.

Pleasant, Ia., May 6.—Crop area will be about the same as last year; a little more oats and less barley. The season is about two weeks late but the ground is in fine condition owing to very little rain but plenty of moisture in ground.—A. Teakle, agt. Reliance Elevator Co.

Muscatine, Ia., May 8.—Winter wheat looks well. Farm operations have been very much delayed on account of the continued wet weather. The amount of grain remaining in the farmers' hands is lower than it has been in many years.—J. R. Renling, The Great Western Cereal Co.

Boxholm, Ia., May 4.—Oats just coming thru and looking fine. Had a severe freeze here the first of May. Spring plowing is well along; but no corn planted yet. Very few oats left in farmers' hands; but they still hold about 30% of last season's corn.—A. Mungerson, agt. for E. A. Brown.

Lake Mills, Ia., May 7.—The acreage of oats in this country will be 80% of the acreage last year but barley will increase 20% better than last year. The corn acreage will also be larger than last year on account too late spring for wheat and oats.—W. O. Rasmussen, agt. Northern Grain Co.

Lavinia, Ia., May 6.—The oat seeding is all done around here. We had a very hard freeze May 1 and 2. Some farmers are beginning to plant corn but there is a lot to plow yet. About 25% of corn left in farmers' hands yet. Oats about all gone.—O. Michaels, mgr. Lavinia Elevator Co.

Larrabee, Ia., May 7.—Weather conditions favorable and corn planting commenced. Oats received a severe setback lately in a frost but are coming as good as can be expected. I should say there is about 30% of oats still in the country and possibly 40% of corn.—Farmers Eltr. Co.

Larrabee, Ia., May 8.—In regard to grain on hand among farmers, they have about one fifth of last year's crop of corn on hand yet. In regard to this year's: Our crop of oats is behind on account of cold weather. Corn planting just started. No wheat put in to speak of.—Pete Collier, foreman I. J. Button Eltr. Co.

Mendamin, Ia., May 7.—Wheat both fall and spring is a good prospect, but last week has been too dry and windy which is cutting down the stand. As to corn planting the weather is favorable. The per cent more acreage of corn will be planted than last year and that much less of wheat.—C. A. Willis, agt. The Updike Grain Co.

Meriden, Ia., May 7.—Seeding of small grain is all done in this country. Big acreage of oats sowed; coming up slow but sure. Ground in fine shape for planting corn. Farmers will all start to plant corn next week, May 10. One-third of last year's corn and one-fourth of last year's oats in farmers' hands to sell yet.—W. H. Lamont, Agt. E. A. Brown.

Olle, Ia., May 7.—The outlook for crops in this locality is fairly good. Oat acreage will be light but with seasonable weather from this on the acreage of corn will be great, some corn planted and the ground in fine shape. No oats in farmers' hands, but double the amount of corn there was at this time last year.—W. H. McCarty, agt. E. D. Hamlin.

Ossian, Ia., May 8.—The crop is about 90% in the ground and went in with soil in fair condition. Corn planting will be rushed and it is hoped that the 20th of May will see it all in. Plenty of moisture in ground and every reason to expect a bumper crop. Acreage about same as last year. Very little grain in farmers' hands.—J. H. DeGraff, agt. Gilchrist & Co.

Toeterville, Ia., May 1.—We are having a regular blizzard here today, ground is frozen and snow is blowing with a cold northwest wind. Farmers are now talking of rotted seed where early planted and our oats acreage will be greatly reduced this year, same being now intended for barley and corn. The ground is thoroughly soaked after repeated snows and rains, so it will



be several days before field work can proceed even with good weather from now on. Perhaps 5% of the last crop is still in farmers' hands, that will be marketed late in May.—John Mundt & Son.

Montour, Ia., May 8.—About usual amount of corn to be planted. Farmers catching up with their work and ten days more of reasonably good weather will be up with any year. Some now planting corn. A good deal will be planted next week. Oat crop looks good. About as many oats in farmers' hands as last year. Ten to fifteen times as much corn in farmers' hands as last year.—Cronk Bros.

Hancock, Ia.—The oat crop will be short owing to the cold weather which damaged them some. Quite a good acreage of spring wheat sown here. Most of the farmers are ready to plant corn as soon as the ground warms. Some few have planted. Most of the farmers are plowing up their third sod and will plant it to corn owing to the high price it is bringing this spring.—H. J. Shaffer, agt. Bunton Elevator Co.

Des Moines, Ia., May 8.—Of last year's crops the farmers have marketed 91% of the oats and 74% of the corn, against 87% of the oats and 67% of the corn a month ago, and compared with 92% of the oats and 85% of the corn on May 1, 1908, of the previous year's crops. By May 10, 65% of the corn ground will be plowed. Soil is more or less wet and cold in all sections of Iowa, with considerable freezing that may have damaged the oats crop and reduced the harvested acreage. Farmers will no doubt be strong holders of corn until the new crop is assured. The largest portion of the surplus stock of corn is held through the central section, with possibly a fair shipping surplus in the western district of the northern section and the western and eastern districts of the southern section. No surplus in the central and eastern districts of the northern section or the central district of the southern section. Oats surplus is practically all shipped out of the state.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

## KANSAS.

Douglass, Kan., Apr. 30.—Crop conditions here are excellent to date. No wheat in farmers hands, but quite a lot of corn, and kafir corn is back yet.—Raymond & Son.

Little River, Kan., May 7.—Wheat in this immediate section badly in need of rain. Think it has been damaged 30% to 50% by high winds and drought.—Geo. M. Hoffman.

Idana, Kan., May 7.—Fall wheat never looked better at this time of the year. Oats need rain. Most of the corn is planted and went in nice shape. Milling wheat very scarce.—R. V. Roach, Mgr. The Williamson Milling Co.

Lindsborg, Kan., May 7.—Acreage of growing crop is just a trifle less than last year. Wheat looks very nice in this locality but will soon need rain. No wheat in farmers' hands to make mention of.—The Lindsborg Milling & Eltr. Co.

Longton, Kan., May 7.—No wheat now in farmers' hands. About 40% acreage compared with last year's crop. Condition about 60%, having suffered quite badly by high winds and dry weather in last two weeks. Corn acreage about 200% as compared with last year.—John Hayes.

Manhattan, Kan., May 8.—Corn acreage about same as year ago. Wheat condition we would say is about 30% normal. Oats very backward. Pastures very backward. Practically no old wheat is left in farmers' hands. Possibly 15% of last crop of corn in farmers' hands.—Geo. T. Fielding & Sons.

Madison, Kan., May 7.—Not very much wheat raised here, but is looking very well. Have heard of no insects. Corn probably 30% planted. Has been a little too cool for anything to grow very fast. Need a small rain now, but nothing suffering. No grain in farmers hands.—S. V. Bitler.

Independence, Kan., May 8.—The growing wheat is not doing well, but up to a week ago was in fair condition. Think needs rain. It has also been too cold, as the frost on the 1st certainly hurt it some. Same is true of oats. Nearly 10% of the growing wheat was abandoned. There is no grain of any kind in farmers' hands. Before the freeze the growing corn looked fine, and some of it was up 6 in.; but do not believe that the freeze hurt the corn excepting to put it in ten days. Are needing moisture badly.—Bowen Milling Co.

Kiro, Kans., May 6.—Wheat is looking good; about as large a number of acres as any year. All growing crops look good. Little corn in farmers hands yet, about 10,000 bu. It can be bought for 75c or that is what they hold for. It is a little dry now.—Joe E. Kinnajid, agt. Midland Eltr. Co.

Lyons, Kan., May 7.—Acreage in this territory is slightly reduced from last year. We are beginning to suffer a little for moisture, but only occasional fields have actually suffered, but the situation is becoming critical and we need rain very soon to prevent material damage. There is no wheat left in farmers' hands in this locality.—The Lyons Milling Co.

Lincoln, Kan., May 8.—We have about the usual acreage. We are badly in need of rain. Wheat is damaged; but unable to tell to what extent until get rain. Kansas wheat has great recuperating power. Give it a good bath and it makes a fair crop after it has been dead and buried for several weeks. The old crop is practically all gone on this branch.—C. E. Robinson.

Home City, Kan., Apr. 29.—Wheat is looking fine, never had better at this time of the year, and with favorable weather we will harvest a large crop. Oats are doing nicely. High prices caused all the wheat to go to market. Corn planting is the order of the day, ground in fine condition for that. When farmers get thru planting there may be a free movement of corn.—Robt. J. Lewis.

Kanona, Kan., May 8.—Growing wheat has been badly damaged by recent high winds; with favorable conditions until harvest we can only expect about 75% of a full crop, as the acreage has already been reduced about one-fourth. There is no old wheat in hands of farmers. Only about 40% of the corn is planted. The acreage will be increased about 20% on account of wheat failing.—J. A. Stinson.

Kirwin, Kans., May 6.—Wheat in this section is looking fairly well considering the dry weather we are having with the amount of wind. We had the worst dust storm last night we have had here for years. Wheat we would say will average about 75%. We are needing rain very badly to start the wheat to growing. Acreage about normal. Wheat is all marketed. No reserve in farmers hands.—J. S. Jones, mgr. Kirwin Elevator & Shipping Ass'n.

Lebanon, Kan., May 7.—We are having it very dry and unless we get rain soon it is good-by wheat. There is not any wheat left in farmers' hands, so we think Paten has them going, and they won't get rid of him as easy as they did Leiter. Farmers are beginning to finish listing their corn and it is doing fine. Corn is getting hard to find and the price gradually goes up they look happy. Nothing new being built in this part of Kansas.—Lebanon Mill & Elevator Co.

Kipp, Kans., May 7.—No wheat left in farmers hands in this vicinity; not a bushel; none in our elevator at this point. Corn there is enough to run the farmers and supply the home demand but there will not be any for shipments to terminal markets. Some holding supplies of corn that would run over a short crop year but it will not be sold until a new crop is practically assured. The prospects are only fair and rather uncertain as regards the growing wheat. We have had a very dry windy spring and wheat is standing still. With rain in the next ten days we could still raise a normal crop as the stand is good and no insects.—S. H. Agnew, mgr. Pacific Elevator Co.

## KENTUCKY.

State Line, Ky., May 5.—Old wheat in farmers hands 1%, corn in farmers hands 10%. Acreage sown in wheat last fall 75%. present condition 70%. Wheat is short and backward; harvest will be 10 days late.—W. M. Shaw.

## MICHIGAN.

Chesaning, Mich., Apr. 29.—Snow 8 inches on the level today.—Chesaning Grain Co.

Clinton, Mich., Apr. 29.—Wheat on sand looks well; but on the clay ground it is late and spotted.—Richmond & Hause.

Jackson, Mich., Apr. 27.—Not much grain left in this section. Farmers are waiting for the new crop.—A. G. Walker & Co.

Detroit, Mich., May 6.—The cold weather has prevailed over the entire state for a greater part of the month it is the general opinion of farmers that fall wheat has not suffered by it.

Lawton, Mich., Apr. 27.—Prospects for the coming wheat crop are good. The old crop is all picked up in this section.—E. Bean & Son.

Sturgis, Mich., Apr. 27.—Think we are going to have a fair wheat crop next season and a good prospect for oats also, as farmers are busy sowing their oats. Wheat is looking excellent.—Egley Grain Co.

Ann Arbor, Mich.—"The farmers of the country who have usually thousands of bus. of wheat at this time of year, now have but a few hundreds. The price of corn is unheard of, twice its usual cost. We are paying more for corn, by the carlot than we usually retail it for."—G. F. Allmendinger, Michigan Milling Co.

Detroit, Mich., May 6.—The high prices for wheat and other grains which have prevailed will have a material tendency to increase the acreage given over to the cultivation of these crops in 1909. Michigan farmers, while devoting considerable territory to the culture of the sugar beet, are impressed with the market quotations and it needs but a short trip through the country to learn there will be additional land seeded with grains.

## MINNESOTA.

Franklin, Minn., May 8.—The acreage of wheat is twice as large this year as last; flax, barley and oats less. Corn less. More land put in crop than for five years, principally wheat.—Wm. Fox.

Granite Falls, Minn.—About 75% of the seeding is done around here. No flax seeded yet. The wheat sown about two weeks ago has suffered no damage to speak of. Still a small per cent of wheat left in the farmers hands. But as prices have been high they have marketed most of their grain.—H. Frederickson, agt. Empire Eltr. Co.

Garvin, Minn., May 5.—Conditions of grain cannot be specified as the farmers are in the middle of their seeding operations, 30 days later than usual. With the exception of a little of grain is sold; in fact, owing to the lateness of grass a good many farmers here sold themselves so short that they will be compelled to buy oats and corn back from the elevators.—Peterson & Webb.

Minneapolis, Minn., Apr. 26.—In southern Minnesota and South Dakota farmers are increasing durum and velvet chaff acreage at the expense of bluestem. In North Dakota there is an increase of velvet chaff acreage which is most marked in the Red River Valley. Durum is not in high favor in the valley, but on the high lands further west is being seeded in about the same proportions as last year.—Van Dusen-Harrington Co.

## MISSOURI.

Sheridan, Mo., May 7.—Crops not flourishing. Wheat mostly frozen out.—E. W. McClelland.

Springfield, Mo.—Wheat looks well; oats poor. Increased acreage of corn over 10%.—Newton Grain Co.

Sturgeon, Mo., May 6.—The acreage in corn will be greater than last season; oats and wheat will be less. The wheat crop was damaged more or less by being frozen out.—Wm. Pollock M. & E. Co.

Columbia, Mo., May 1.—The estimates are for an unusually large acreage of corn this year, especially in the central and western sections of the state, where the clover and wheat were especially badly damaged. The condition of the soil, except in a few counties in the southwestern part of the state, has been too wet and cold, particularly during the last half of the month, for the best cultivation. Only 59% of the land is plowed; the delay in plowing is greatest in the northeast and northwest sections, and, to some extent, in the southeast section. A number of correspondents in the southwest section report that corn is coming up; however, the weather is so cold that it has retarded germination. Except in the central Ozark region, most of the correspondents report that the corn that has been planted is coming to a good stand. In the southwestern part of the state, more than 84% of the land is plowed; in this section the condition of the soil is 92, while the average for the state is only 72. Practically no corn has been planted in the northeast section, while more than 47% has been planted in the southwest section, and at the time of mailing the reports 22% of the entire acreage of the state had been planted. Rains have been favorable to the improvement of corn, but the past season, although an excess of rain in the southeast section has delayed improvement

there, and the dry winds and lack of rain in some counties in the southwest section has delayed the improvement there. The average condition for the state on May 1 is 74% as compared with 70% for last month. Some of the poorest wheat has been plowed up and planted to other crops, thus accounting for some of the improvement in the general average condition. Owing to the high price of seed, only about 90% as much oats have been planted this spring as last. It has been rather too cold and wet for the best development of oats. The present condition of the oat crop is 82.—Geo. B. Ellis, secy Missouri State Board of Agriculture.

## NEBRASKA.

Linham, Neb., Apr. 28.—Wheat not looking very good here; too dry.—Henry Korff & Co.

Pauline, Neb., May 1.—Wheat and oats are needing rain.—John McCleery, agt. Updike Grain Co.

Manley, Neb., May 3.—Wheat not doing well in this locality; some pieces will be planted to corn. Not much corn moving.—W. B. Essick, mgr. Manley Grain Ass'n.

Ellis, Neb., May 1.—Spring very late and cold, temperature 10 degrees below freezing last night, and oats were just coming up. Very little planting done.—H. E. Foster, agt. Wright-Leet Grain Co.

Brickton sta., Hastings p. o., Neb., Apr. 25.—The growing wheat is looking fairly well considering the cold and backward spring. We need rain and warm weather for the wheat and oats.—Geo. Varns, agt. Updike Grain Co.

Aurora, Neb., May 1.—Corn in farmers' hands, 50%; movement light. Farmers generally believers in higher prices. Weather conditions, cold and dry with all crops very backward.—J. W. Shorthill, mgr. Aurora Eltr. Co.

Mt. Clare, Neb., May 6.—The wheat is in awful bad condition. We need rain. Some plowing up wheat. Oats no good. No old wheat left; about 60% of corn in farmers' hands; won't move until July.—Giles Knopf, agt. Updike Grain Co.

Rosemont, Neb., May 6.—The condition of our wheat crop is pretty poor. We have not had any rain since the first of Mar. If we don't have any rain in the next two weeks there won't be any wheat whatever.—Theo. W. Schultz, agt. Updike Grain Co.

Edholm, Neb., May 1.—Old wheat all gone. Some corn is moving at 60c; about 15,000 bus. yet in farmers' hands. No oats to sell. Prospects for new wheat very poor; about half frozen out and what is left will make about a 50% crop; cold and dry.—Jos. Cink, agt. Edholm Grain Co.

## NORTH DAKOTA.

Sandown sta., McLeod p. o., N. Dak., May 6.—Twenty-five per cent increase in acreage. No grain left in farmers' hands.—O. M. Williams, agt. Atlantic Elevator Co.

Montpelier, N. D.—Apr. 27.—Very late spring with cold nights. About half the seeding has been done in this (Stutzman) county. A large acreage of wheat is being put in this year.—H. G. Gullickson.

Ross, N. D., May 5.—Spring very backward; hardly any seeding done. Oats acreage will be larger than usual and there will be scarcely any durum wheat sown.—J. N. Campbell, mgr. Victoria Eltr. Co.

Sheyenne, N. D., May 1.—About 35% of the wheat seeding is done here. Snow and cold weather lately will prevent further seeding for a few days. It looks as if the lateness of the season would cause a decrease in the acreage of wheat over former estimates. Practically no wheat is left in farmers' hands.—P. A. Peterson, secy. Farmers Eltr. Co.

Pickert, N. D., Apr. 30.—Not more than 1,000 bus. of wheat left to market here; same with rye and oats. Prices have been so good that most farmers sold last fall and during the winter. Seeding has just begun. Farmers have only been able to work in the fields a half-day on account of the heavy frost every night. Seeding will be delayed for another week by the storm that began on the 27th. We now have about 8 inches of snow on the ground with a heavy wind from the north piling it up in drifts, and still snowing. It will take several days of the best weather to put the land in condition to work again.—J. C. Walters, agt. America Eltr. Co.

Pittsburg, N. D., May 5.—So far seeding has been very backward on account of bad weather and freezing nights; but it has been fine for the past two days. The wheat acreage in this section will be smaller than last year on account of bad weather, and considerable of the land was seeded to pasture last year. Because of the high price, the flax acreage will be increased about 20% over last year's. From all reports there will be practically the same acreage of barley as last year.—D. L. Dorn, agt. Gt. Western Eltr. Co.

Portland, N. D., May 5.—Seeding will all be finished this week; weather has been very favorable for seeding. All the fields look like garden spots. The increased acreage on spring wheat will be easily 20%. Oats 10%. Barley 10%. Flax will have a decrease of 40%. Farmers don't seem to favor flax this year. This is so pretty much all over the state. Flax by another crop will strike the \$2.00 mark out here in North Dak. About 10% of last year's crop still to come in. The outlook so far looks for a bumper crop.—H. B. Bornemann, mgr. Farmers Eltr. Co.

## OHIO.

Thornville, O., May 7.—Some little corn in farmers' hands, but no wheat.—Growing wheat crop looks fairly good.—H. H. Edmund.

Washington C. H., O., May 5.—Wheat is looking good in this section. Prospect for a full average crop.—Washington Milling Co.

Stony Ridge, O., May 7.—A large acreage of oats sown here and a great deal of corn ground being put in stubble. The wheat is practically all sold here but think farmers hold considerable corn and some oats.—Elliott & Beasley.

Williamsport, O.—The wheat is looking fine but a small acreage. Farmers busy planting corn. Ground working very fine. A very large acreage. I don't believe there is 500 bu. wheat in our territory; 75 to 100,000 bu. corn to come to this market yet.—The Heffner Grain Co.

Naomi, O., Apr. 24.—Wheat thin on ground. Barley is up and has good start. Oats are pretty well all in and the crop put out in well prepared ground. Acreage will be large. Most corn ground ready for planting. Warm weather and some rains will start out a large crop, as the acreage will be large.—Naomi Grain Co.

Williamstown, O., May 7.—Acreage is probably from 1/4 to 1/2 less than last year growing crop thin on ground and spotted but has made considerable improvement the last two days. Had fine rain last night and warm this morning. Not much wheat in farmers' hands, not to exceed 1/10 of last year's crop in this community.—Pore & Bowers.

Columbus, O., May 1.—The present wheat prospect shows a slight improvement since the issuance of the April report, being now estimated at 65% compared with an average, against 62% one month ago. The prospect varies greatly over the state, ranging from 18% in Warren county to 101% from Brown county. In thirty-two counties the estimated prospect is below 60%; eighteen counties report from 60 to 70%; fourteen counties have a fair prospect, ranging from 70 to 80%; ten counties estimate the prospect between 90 to 100%. No material damage by insect pests has been reported. Many correspondents note the abandonment of wheat fields. The general prospect is most discouraging and the harvest will fall far short of a fair average. As anticipated, the area seeded to oats is greater than that of one year ago, due principally to the failure of wheat. Last year the township assessors reported 1,271,886 acres sown to oats, and the Department's official correspondents now estimate that in comparison with that area, the present acreage seeded is 1,049, or 1,324,119 acres. The spring barley area is 87% of last year, and the prospect for winter barley 71. Of the barley crop 28% will be winter and 72% spring. The rye prospect is 74%.—Ohio Dept. of Agriculture.

## OKLAHOMA.

Kingfisher, Okla., May 7.—Crops looking fairly well, but rain is needed. No old wheat in the country.—Kingfisher Mill & Eltr. Co.

Comanche, Okla., May 7.—No wheat planted. Small crop out of oats. Prospect good. Corn growing fine. Largest acreage ever planted in Stephens County. Very small per cent of grain in farmers' hands.—Ed. B. Wolfe, Comanche Grain & Eltr. Co.

Todd, Okla., May 7.—Wheat crop will be light on account of the acreage being very small.—Lee Todd.

Kingfisher, Okla., May 7.—Weather has been unfavorable to growth of dry crops of all kinds; high winds and very little rain.—Kingfisher Feed & Alfalfa Mills.

El Reno, Okla., May 7.—Crops retarded; otherwise in good condition excepting western part of state, which is growing dry; wheat is heading.—Canadian Mill & Eltr. Co.

Enid, Okla.—Wheat acreage 90%. Condition growing wheat only fair; backward, needing rain. Not over 1% of wheat still in farmers' hands.—Garfield Co. Mill & Eltr. Co.

Lahoma, Okla., May 8.—Wheat is heading very short and it is very dry here. Corn coming up spotted. Some are replanting. Oats not growing very much.—C. E. Ramsey.

Carnegie, Okla., May 7.—The grain acreage is large, that is corn. All crops in poor condition on account of dry weather. About 25,000 bu. of corn in farmers' hands.—Miller Grain Co.

Cleo, Okla., May 8.—Weather being dry, all small grain is slow and hurt some. Some corn is being replanted. At present about 15% of last year's crop in hands of farmers.—V. M. Pingry.

Fargo, Okla., May 8.—The wheat crop will be a failure. It has been so dry. It has delayed spring planting. No wheat on hands. Very little old corn. Prospects very bad.—Wylie Nonnan.

Hennessey, Okla., May 8.—We only have about 30% of an average acreage of wheat this year and we need rain badly. Most of the corn is planted. Some farmers are planting over.—R. H. Ginner.

Gage, Okla., May 7.—Dry weather here is pretty hard on the wheat crop. Little hope for half a crop unless rain comes soon. Practically no old wheat in farmers' hands.—Geo. W. Grantham, miller.

Choteau, Okla., May 6.—Large acreage of corn planted and the stand is good, but some are replanting since the frost of Apr. 30. Wheat is fine tho the acreage is small here.—Choteau Grain & Elevator Co.

Sumner, Okla., May 8.—Oats in this vicinity are looking fine and there is a large acreage. The wheat acreage is about that of last year. Looks very well. Some slight damage by green bug.—Sumner Gin & Eltr. Co.

Thomas, Okla., May 7.—Our acreage in wheat is about 40%; and have had no rain to bring out the crop. It don't look like it would make much if any of a crop at present. Most of the corn was frozen out and farmers are commencing to replant. No rain to do any good so far this season; but it always rains just before it is too late in Oklahoma, and that's what we are expecting at present.—D. W. Drennan.

Woodward, Okla., May 7.—It has been very dry this spring. Wheat acreage not as large as usual and the wheat crop condition at this time is about 60%. Very little corn planting has been done. Farmers getting discouraged on account of the dry, cool weather and the acreage will not be as large as usual on this account. No old wheat left and old corn is being taken up mostly by feeders and feed stores. We do not look for many cars to go out from this point yet of the old crop, not over 20 or 30.—O. W. Cox.

Okahoma City, Okla., May 7.—Growing wheat has suffered a setback of fully 20% in past 15 days on account of dry weather and high winds. Acreage about 80 or possibly 75% of last year. Acreage of oats not large and outlook for average crop poor. Corn being planted over to a great extent, the early planting being damaged by frost. No wheat or oats in farmers' hands, and hard to say what amount of corn. Country elevators paying from 65 to 70c, and receipts amount to nothing.—P. J. Mullin, Mgr. Empire Grain Co.

Altus, Okla., May 8.—The acreage of wheat and oats is about the same as last year, but the condition of the crop is not nearly as good as this time last season. It is now only about 30 days until our harvest and from present indications there will not be an acre of wheat or oats cut. Some damage from green bug, but this did not affect the grain to any great extent. Dry weather and frost, during this month, ruined the crop. The first cutting of the alfalfa crop is now in progress, and not more than 50% of the acreage will be cut and this will not average more than 500 lbs. per acre.—Altus Alfalfa Milling Co.



Coldwater, Okla., May 7.—Wheat, oats and corn are suffering badly. We do not expect more than a half crop of wheat in this locality. Not a bushel of old wheat remains in the country and only a limited amount of corn.—Randels & Grubb, per A. Douglas.

Davidson, Okla., May 7.—Too early in season to estimate grain crop. Wheat and oats looking unusually well. Acreage less than last year on oats and wheat. A large crop of corn being planted. Wheat and oats needing rain; and crop may yet be lost or very much reduced.—Davidson Grain & Fuel Co.

Dacoma, Okla., May 8.—The acreage of wheat sown last fall was about the average, but the dry weather and high winds during the winter and early spring did considerable damage. The remaining crop is damaged now by dry weather more than half. Without rain in the next few days the wheat crop will be almost a failure in this part of the country. Old wheat is practically all out of the farmers' hands.—A. W. Lewis, Agt. Crowell Bros.

Guthrie, Okla., Apr. 30.—The condition of growing winter wheat on Apr. 24 was 74.1%, compared with 78.7 last month, a falling off of 4.6. The acreage which has been and will be abandoned is shown to be 11.4% of the acreage sown last fall, leaving 1,000,335 acres which will be harvested in the state this season. The acreage sown to spring oats this season is 100% of that sown last spring, making the estimated number of acres sown this spring 456,106; and the growing condition of spring oats is 71.2% of a normal growth.

The growing condition of rye is 75.8% compared with 68.5 last month. The growing condition of winter oats is 40.7 compared with 68.5 a month ago. The growing condition of alfalfa is 79.4.—Chas. F. Barrett, sec'y Oklahoma State Board of Agriculture.

## SOUTH DAKOTA.

Yankton, S. D.—Acreage of wheat Yankton County about same as last year; winter wheat spotted; spring wheat just seeded. Rather dry for starting. Not very much wheat left in farmers' hands. Not to exceed 5%. Look for light yield on oats on account of heavy freeze after seeding or when oats were sprouted. Acreage of corn will probably be increased 5%.—Excelsior Mill Co.

## TEXAS.

Waco, Tex.—Our oat crop almost a failure; about 10% of last year crop is all we hope for.—H. H. Crouch Grain Co.

Canadian, Tex., May 7.—Wheat and oats in this section practically gone. No rain here since last October—only two little snows. No wheat or oats in the farmers' hands in this section, and not much corn.—The Johnson Mercantile Co.

Allen, Tex., May 6.—Our grain prospects are bad. Our acreage 50% less than former years; our yield cannot be over five or six bu. per acre. I don't think we have had a good rain to put ground in growing condition in four months or more altho our corn and cotton is looking well. The stand is very good. Our acreage is 40% more than usual. Cotton 25% more.—W. C. Killingsworth.

Ft. Worth, Tex., Apr. 24.—Very few oats will be raised in Texas this season, as the freeze killed practically all the fall sown oats and the dry weather in the spring prevented sowing in many of the oat sections of the state, and the continued dry weather has damaged what few oats were left. However, from Wichita Falls west the conditions are not so bad, and a very good crop of wheat and oats will be raised in that section. Panhandle country with good or favorable conditions from this time on to harvest. It is estimated that there will be less than 25% of an average wheat crop, and less than that of oats raised in Texas this season, with the most favorable conditions from this time until harvest. It is claimed that the fact that there will be so few oats raised in Texas this season that what are raised will be stored for seed, and that this will have a considerable effect on the price of feed-stuffs, as heretofore, with possibly one exception, the early oats in Texas have supplied quite a little of the demand for early feed or feed through June, July and into August, not only in this state but in other southern states as well, and it is claimed this will create a greater demand for corn and other feed products as the demand for these will extend so much longer this year than formerly. As the Texas corn crop, if we have any this year, will be so much later than usual, it would seem this matter is worthy of consideration.—H. B. Dorsey, Sec'y Texas Grain Dealers Ass'n.

## WISCONSIN.

Lena, Wis., Apr. 29.—We are having a heavy snow storm today. Hardly any seeding has been done here yet. We raise mostly oats and peas; had a large crop of red clover in this section last season.—J. N. Bassett.

Madison, Wis., May 1.—Vegetation has been very slow in growth, and physical conditions bear a greater resemblance to those usually found April first, than a month later. The weather has been, and remains cold, and the fall of rain and snow within the past two weeks has been much in excess of normal. Some parts of the state report from four to six inches of snow now on the ground. Considerable less than one-half of the farm acreage intended for the growth of oats and barley has yet to be sown. Indications are that winter grains, meadows, and pastures have come through the winter without excessive winter killing. We note from our correspondents a continued tendency to decrease of acreage of winter wheat, which has ceased to be an important crop in the state. Rye maintains its usual acreage. While the partial failure of the oat crop of the past two years will considerably diminish the acreage sown in some localities, it is evident that the increase of barley acreage will be decidedly marked, as it was last season over previous years. The sowing of spring wheat is gaining among farmers in many parts of the state, and the present high price of grain has a tendency to strengthen the inclination.—John M. True, sec'y Wisconsin State Board of Agriculture.

## GOVERNMENT CROP REPORT.

Washington, D. C., May 7.—The crop reporting board of the United States Department of Agriculture estimates that on May 1 the area of winter wheat to be harvested was about 27,871,000 acres, or 2,478,000 acres (8.1%) less than the area harvested in 1908, and 2,163,000 acres (7.2%) less than the area sown last fall (30,034,000 acres, which includes 150,000 acres of winter wheat sown in Montana, not included in the December estimate).

The average condition of winter wheat on May 1 was 83.5 compared with 82.2 on April 1, 89.0 on May 1, 1908, and 86.0, the average for the past ten years on May 1. The average condition of rye on May 1 was 88.1, compared with 87.2 on April 1, 90.3 on May 1, 1908, and 89.1 the average for the past ten years on May 1.

Details for important winter wheat and rye States follow:

## —Winter Wheat— —Rye—

	Per cent abundant.	Area in acres.	Condition May 1.	May 1, 1908.	1909.	1908.	1909.
Kan.	4.5	5,895,000	84	84	88	88	88
Ind.	8.5	2,238,000	77	94	82	95	85
Neb.	7.0	2,167,000	83	87	94	88	88
Mo.	9.0	1,945,000	82	92	87	94	84
Ill.	7.5	1,938,000	78	94	87	94	84
Ohio	16.0	1,464,000	70	91	76	92	81
Pa.	2.7	1,503,000	88	88	90	89	89
Okla.	6.5	1,160,000	81	92	85	94	84
Cal.	20.0	864,000	81	80	78	75	75
Texas	27.5	874,000	80	88	84	91	81
Tenn.	3.0	732,000	92	95	91	91	91
Mich.	5.0	757,000	82	90	86	90	86
Va.	1.3	782,000	98	95	95	93	93
Md.	1.5	761,000	96	88	96	88	88
Ky.	5.5	661,000	84	96	86	92	92
Wash.	4.0	657,000	93	97	96	97	97
N. C.	1.8	578,000	92	91	93	93	93
Ore.	3.0	535,000	93	97	92	93	93
N. Y.	3.8	415,000	85	88	89	88	88
U. S.	7.2	27,871,000	83.5	89.0	88.1	90.3	89.3

The average condition of meadow (hay) lands on May 1 was 84.5, compared with 93.5 on May 1, 1908, and a ten-year average on May 1 of 89.5.

The average condition of pastures on May 1 was 80.1 compared with 92.6 on May 1, 1908, and a ten-year average on May 1 of 88.0.

Of spring plowing 64.6% was completed up to May 1, compared with 66.6% on May 1, 1908, and a ten-year average on May 1 of 65.4%.

Of spring plowing 64.1% was completed up to May 1, compared with 54.7% and 47.0% on May 1, 1908 and 1907, respectively.

Aniline dye is used by a few manufacturers of gluten feed to give their feed the desired bright yellow color, tho the yellow feed is no more nutritious than that made from white corn. The national pure food law permits this catering to prejudice.

## Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

N. & N. W. 95276, passed thru Concord, Neb., May 5, going East, leaking corn at end of car badly.—A. L. Erickson, Agt. Benson Grain Co.

Mich. Cent. 61089, car corn going East, leaking over draw bar. Passed thru Dwight, Ill., Apr. 29. Car was loaded at Sunbury, Ill.—Frank Gibbons.

Colo. Mid. 1295, car corn going East leaking at end door. Passed thru Dwight, Ill., Apr. 29. Loaded at Sunbury, Ill.—Frank Gibbons.

I. C. 37096 at Cherokee, Ia., Apr. 24, leaking corn at side door post which was pushed out at bottom.—J. J. M.

C. R. I. & P. 54251, leaking in transit at Renfrow, Okla., April 20; siding had sprung near corner of car. Nailed it best I cud.

A. A. 4304, Shepherd, Mich., April 19, southbound, leaking wheat at end through siding. Cooped best we cud from outside. Claude H. Estes.

Big Four 11327, passed thru Thorn-ton, Ind., April 16, going south, leaking slightly under floor at end of car. R. S. Stall & Co.

I. C. 12534, Pesotum, Ill., April 16, car leaking white oats thru siding just back of door on west side. The leak was a bad one. Car did not stop here.—Kleiss & Gillies.

Mich. Cent. 47039, Remington, Ind., April 13, car leaking oats at grain door. Bad leak. Car in eastbound train. Remington Grain Co.

Wabash 63271 passed thru West Lebanon, Ind., Apr. 9, going east, and leaking on side and end.—Sam Erskine.

C. B. & Q. 24644 passed Coburg, Ia., Apr. 8 leaking wheat badly at side and end. We nailed the side, but as train stopped only a few minutes we could not finish nailing the end.—McGreer Bros.

Maine Central 8133 at Narberth, Penn., Mar. 27. Door on one side badly bulged and broken and two large holes at one end of the car near drawbar.—S. J. Cleverly.

C. B. & Q. No. 31313, Mar. 26, passed Heartwell, Neb., leaking mixed corn at one door post. I patched it up as best I could for the short time I had.—E. W. Lambert.

M. C. 41077 passed thru DeWitt, Ill., Mar. 11, leaking wheat from bottom of car near draw bar.—J. W. Wallrich.

C. H. & D. 11155 was set on sidetrack at Chicago Grove, Ind., Mar. 9 for transfer. Draw bar was pulled out and car was leaking shell corn badly.

C. B. & Q. 32132 Mar. 6 passed Libertyville, Ia., going east. White corn leaking through grain door and at end of car.—Harlie Yost.

C. & N.-W. 92340 Mar. 3 at Hubbard, Ia., came in leaking badly, the siding having sprung off one side. We nailed it up as well as possible while train was switching and succeeded in stopping the leak, but the siding at bottom of car was in bad condition.—B. L. Nutting.

A. T. & S. Fe 23556 Mar. 1 passed thru Offerle, Kan., leaking corn badly at both ends and certainly will have quite a shortage at destination.—Thomas Darcey.

Cincinnati, Richmond & Muncie 1141 Feb. 26 at Hinkley, Ill. Draw-bar was pulled out. About ten bushels of yellow oats were left in the yard.—D. H. Doeden.

M. K. & T. 71345 Feb. 26 passed thru La Rose, Ill., leaking at door. Door not sealed. Shipper did not double grain door; lower board was broken. We nailed it up the best we could and stopped leak.—A. H. Schumacher.

C. B. & Q. 27375 Feb. 19 at Aurora, Neb., oats, leaking at both ends, one end being pushed out.

M. C. R. 45713 Feb. 3 at Jackson, Mich., one-half roof torn off and oats covered with at least six inches of snow.

C. B. & Q. R. 31910 Feb. 19 at Aurora, Neb., mixed corn, leaking at corner.

C. B. & Q. 19552 was leaking wheat at Maynard, Minn., Jan. 25. One car door seemed to have been torn off after car was loaded. Wheat was leaking out between door and post and wall.

C. B. & Q. 34846, Jan. 8, leaking corn, west bound at Holdrege, Neb.

## Proper Equipment of Elevator Legs.

BY THOMAS F. HALL.

Owners and operators of grain elevators owe much to the engineering fraternity for the marked advance in the design and equipment of modern structures.

In the course of this evolution, in some features we may say revolution, wonderful economies have been introduced and well high perfection seems to have been attained. This is significant from the fact that the engineer in his busy vocation has had little besides his own experience to guide him.

Very little exists in literature to guide the designer in the mechanics of the modern grain elevator. Almost none exists as to the vital part—THE LEG.

The engineer in this branch of his design has none or very little benefit from the records of the research of science. For instance: There is no table published, that I have seen, that tells the proper size and the exact speed the head pulley should have in performing its double function of transmitting power and propelling loose bulk grain into open space.

If this be the true situation, it is clearly science, and not the engineer who applies it, that is derelict.

It must be true, or how else can we account for the fact that in visiting a dozen modern country elevators, designed by a dozen different engineers, there are perhaps a dozen different sizes of head pulleys, and 100 different speeds of belts, in use? Each designer is manifestly guided only by his own experience, necessarily limited to the proposition he had in hand. It is all he can do, or be expected to do.

In view of this apparently unquestioned condition of affairs, as to the mechanics of an elevator leg the writer having suffered his share from experience and having the interest and inclination, has undertaken in an imperfect manner to ascertain from research, investigation, and experiment, some, if not all of the data requisite to a correct design of an elevator leg.

The results have justified from a scientific point his hopes and labors.

He has been able to equip an elevator leg, wholly along true mechanical lines, entirely eliminating speculative factors, so far as he has gone that actually elevates per hour, or per day, double the amount of grain usually elevated with the same size equipment, as ordinarily assembled.

It is a mechanical combination, automatic in action, and equally with a line shaft, or an Engine, barring accidents, runs continuously without stoppage, or delay.

I may embrace occasion later on to inform elevator owners and engineers of a debt they unconsciously owe to some very prominent designers and contractors for the demonstrations they have made, which brings this economic achievement permanently forward in practical illustration.

We are opposed to any legislation favoring importation of wheat free of duty. We want to see the wheat acreage of this country increased, rather than in Canada. Free wheat would discourage farming, encourage emigration from the United States to Canada and retard the agricultural development of our country. In our opinion it would be a great calamity.—Jas. S. Bell, pres. Washburn-Crosby Co., Minneapolis, Minn.

## New Members National Ass'n.

Recently Secretary Courier of the Grain Dealers National Association has been visiting the different grain centers of the West with the result that many new names have been added to the association's roster. The following direct members were enrolled during April:

**Milwaukee, Wis.:** E. G. Hadden & Co.; W. M. Bell & Co.; Fagg & Taylor; Chas. F. Glavin; Lyman-Smith Grain Co.; Runkel, Gudmun & Sullivan.

**Chicago, Ill.:** Logan & Bryan; Shearson, Hammill & Co.; Young & Co.; Somers, Jones & Co.; Frank G. Ely; A. J. White & Co.; Bogert, Maltby & Co.; Clarence Cole; Finley Barrel & Co.

**Minneapolis, Minn.:** Osborne-McMillan Elev. Co.; Imperial Elevator Co.; Chas. E. Lewis & Co.; Piper, Johnson & Case; Commons & Co.; W. P. Devereux Co.; Cargill Elevator Co.; E. S. Woodworth Co.; Brown & Tracy; Stair, Christenson & Timmerman.

**Duluth, Minn.:** Ames-Brook Co.  
**Mt. Vernon, N. Y.:** Charles Rockwell.

**Detroit, Mich.:** J. S. Lapham & Co.; The Beck Cereal Co.

**Sioux City, Ia.:** M. T. Shepherdson Co.  
**Omaha, Neb.:** The Updike Grain Co.; Cavers Elev. Co.; Trans-Mississippi Grain Co.; Merriam & Holmquist Co.; Nebraska-Iowa Grain Co.; Omaha Elevator Co.; C. E. Niswonger.

**Des Moines, Ia.:** Harper & Ward.

**St. Joseph, Mo.:** T. P. Gordon.

**Kansas City, Mo.:** Standard Grain & Milling Co.; Moore Grain Co.; Thresher-Fuller Grain Co.; A. C. Davis & Co.; Terminal Elevators; J. Sidney Smith & Son; Grier Grain Co.; Midland Elevator Co.; B. C. Christopher & Co.; Waldron Grain Co.; Simonds-Shields Grain Co.; Peirson-Lathrop Grain Co.; Brodnax & McLiney.

**St. Louis, Mo.:** Goffe & Carkner Co.; Smith, Vincent & Co.; P. P. Williams Grain Co.; J. H. Teasdale Commission Co.; Cochran Grain Co.; Slack, Fuller Grain Co.; Jacob Schreiner.

**Kokomo, Ind.:** Morrison & Thompson Co.

**Affiliated Assn.:** Colorado Grain Dealers Assn., G. S. Clayton, Secy., Denver, Colo.

We are very enthusiastic over the Grain Dealers Journal, and think no wide-awake, successful grain man can afford to be without it.—Raymond & Son, Douglass, Kan.

## New Concrete Elevator at Granville, Iowa.

It is gratifying indeed to note that country grain dealers are building far better elevators than ever before. Not only are they arranging and equipping them for the rapid and advantageous handling of such grain as is offered them, but some dealers are going even further and are building fire-proof storehouses. Illustrated herewith is a new reinforced concrete elevator erected for Cannon, Haase & Metcalf at Granville, Iowa, by B. G. Mering.

Everything about this plant is fire-proof. As is shown, the plant consists of a square concrete working part, which is 90 feet high, between nests of circular concrete tanks. The tanks are arranged by fours adjoining the working part on either side so as to provide two interstices. The eight round tanks are 16x56 feet with flat bottoms. The interstices like the square bins have hopper bottoms.

The working part contains eight square hopper bottom bins, each 8 x 8 feet. The heavy foundation and the floors are of concrete. All windows have steel frames with wire glass. The working part contains two full length legs, having 12 x 6 inch cups, one being designed to receive, the other to ship grain. A short leg equipped with 12x6 inch cups carries grain to a five hundred bushel hopper scale on the first floor which rests on heavy concrete piers so is always on the level. All leg casings as well as spouts are of steel.

From the head of either of the long legs grain can be spouted direct to cars or to either of twelve bins through the use of two turn heads in cupola. Grain is conveyed through cupola to other bins by means of two 12 inch-screw conveyors. Grain is conveyed from tanks to boots by means of two 12 inch screw conveyors running in an eight foot tunnel under the



100,000-bu. Concrete Elevator of Cannon, Haase & Metcalf at Granville, Ia.



tanks. A six foot basement is provided under the tanks and a ten foot basement under the working part, both being thoroughly ventilated.

The floors of the cupola are constructed of concrete, the openings to bins being covered with steel doors. The roof is also of concrete and concrete walkway with gas pipe railing is provided over the tanks. All walls of the square bins are six inches thick and all walls of the circular tank are seven inches thick.

On the ground floor of elevator immediately above counter shaft in basement is a Monitor Cleaner of late design. A steel cable car puller is provided in the basement to facilitate the setting of cars. One interstice accommodates a Constant Man Lift and its duplicate on the other side of the house accommodates the rope

drive to top of cupola. Power is transmitted direct from 25 horse power gasoline engine in the power house to counter shaft in the basement through belt tunnels. All conveying and transmitting machinery was supplied by the Skillin & Richards Mfg. Co.

The office, dump-house and power-room adjoin the working part. The hoppers receiving sink in dump-house is of large capacity and is divided so as to accommodate two kinds of grain.

The office is 12 x 18 feet with a ten foot ceiling. It has a heavy concrete foundation and is built of concrete blocks. The engine room is 12 x 13 feet. The approaches to dump-house between the office and the working part of elevator, are of easy ascent. The wagon scale is under cover and has heavy concrete foundation.

## Argentina Grain.

H. D. Wetmore, who left the United States last October for an extended trip along the Western coast of South America, and across the Andes into Argentina, has returned. He learned many interesting things about the manners and customs of our South American neighbors. Concerning those facts which relate to the grain business he said:

"There is no grain raised along the Western coast of South America. It is an arid country, and all tillable land has to be irrigated. West of the Andes in the Argentina country there is plenty of moisture.

"It took us 3 days to cross the mountains from Valparaiso, Chili, until we came to the Argentina frontier. There we saw immense farms owned by the Dons. These wheat farms average from 10,000 to 20,000 acres in area. The corn farms lying principally between Buenos Aires and Rosario are much smaller. They are worth about \$75 per acre, while the wheat land is worth from \$10 to \$15 per acre. The corn land is extremely fertile and will yield from 70 to 80 bus. per acre. There is no more virgin corn land in Argentina, while only about 10% of the wheat land is under cultivation.

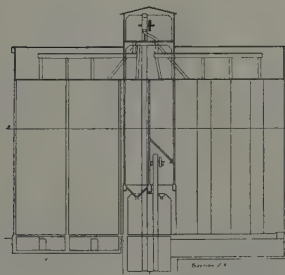
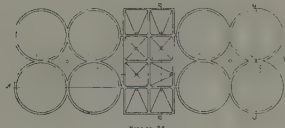
"The Dons who own the large wheat farms, hire Italians and low-class Spaniards to do the farming. When the crop is harvested, it is sold direct to exporters by the Spanish land owners. The product of one farm very often is a cargo or more. They have modern machinery for harvesting the grain. I have a gang plow which cost me \$42 in Chicago and I saw the same kind down there selling for \$31.

"The Spanish farmers are never in a hurry to sell their grain after it is harvested. They usually figure up about how much money they will need to keep them going during the year and then they go out with the exporters and have a good time. After that they come to a mutual agreement and the crop is sold. Three or 4 cents a bushel doesn't make much difference to them. There are only about 10 exporters in Buenos Aires.

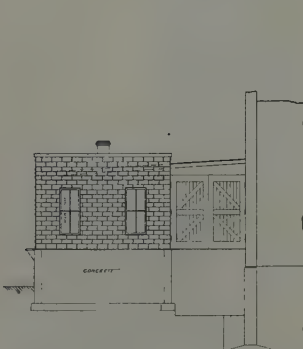
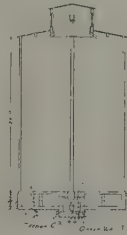
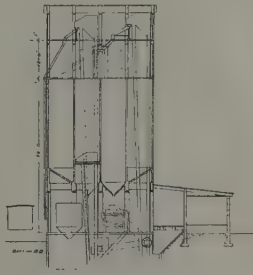
"There are no country elevators in Argentina and no villages. The help live on the big farms, and the land owners live in Buenos Aires, from where they send all provisions and supplies to the farms. They are very tenacious landholders and will not sell their land.

"Buenos Aires is a city of 1,200,000, about one-sixth of the population of the Republic. The people are easy going and live for pleasure. The Board of Trade is a farce. It opens about 4 p. m. and closes about 5. Only 20 or 25 men show up during that time. The conditions there in the Board of Trade prove to me, conclusively, that Boards of Trade and speculators are absolutely essential to maintain high prices for the farmer, and to act as a balance wheel to the grain trade. Buyers expect to make from 6c to 12c per bus. on all grain handled for export in Buenos Aires."

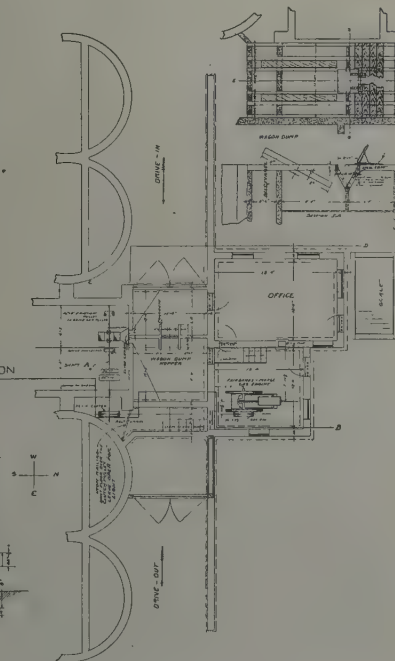
The Millers Mass Convention will be held at Chicago May 26, 27 and 28. The local committee of arrangements is composed of B. A. Eckhart, R. S. Johnston, C. H. Challen, F. B. Rice and A. L. Goetzmann. A fund is being subscribed to guarantee the expenses, and checks should be made payable to Frank B. Rice, treas., and mailed to Mr. Goetzmann, Chicago.



Plan and Elevation of New Concrete Elevator at Granville, Ia.



SECTION A-B OF EAST ELEVATION



Elevations and Plan of Driveway, Office and Power House of Concrete Elevator at Granville, Ia.

## Seller Must Ship Within Contract Time.

Stamford Mill & Elevator Co.

vs

Empire Grain Company

In the above styled case, pending adjustment by the Arbitration Committee of the Texas Grain Dealers Assn., we, the said committee, find as follows:

This is a claim growing out of the sale and purchase of three cars of wheat on June 18th, 1908, under contract as follows:

Stamford, Texas, 6/18/08.

"Stamford Mill & Elevator Co.  
Gents:

This confirms the purchase from you of three cars of mixed wheat at 95c, first part of next week shipment. Basis No. 2, destination weights and grades to govern. Yours truly,

W. C. Collins,

For Empire Grain Company."

The evidence shows that one car of the wheat was shipped within contract time, which was June 24th, and the said car was accepted and applied on the contract. The other two cars were not shipped until after the contract time had expired, both cars being invoiced to the Empire Grain Co. by the Stamford Mill & Elevator Co. on June 29th, five days after expiration of the contract time for shipment.

The first evidence the defendant had that shipments had not been made within contract time was on June 30th when B/L with draft attached were presented to the defendant. The evidence shows that the defendant had this wheat sold to the Texas Star Flour Mills and the wheat then en route, and as soon as defendant was presented with B/L and saw that shipment was not made within contract time, it immediately communicated with its purchaser, advising that the wheat had not been shipped on contract time and endeavored to secure acceptance of the wheat by its purchaser, on the contract, but was unable to do so, and immediately wired the plaintiff as follows:

"Last two cars wheat not contract time. Star Mills decline. We must do likewise. Reclaim draft. Save protest."

To which plaintiff replied by wire:

"Pay draft. You cannot refuse wheat."

The question having been settled that the defendant would not accept the wheat on the contract on account of its not having been shipped within contract time, the plaintiff proceeded to sell the wheat to the Texas Star Flour Mills at 4c per bushel less than originally sold to the defendant, for which they make claim.

The plaintiff contends that, under Rule 7 of our Trade Rules, not having received notice from the defendant after expiration of the time of shipment, to the contrary, the contract remained in "force unless and until completed, extended, bought in or cancelled," and that it had a right to make shipment in the absence of such notice, hence is entitled to the loss sustained on the shipment of the two cars of wheat in question.

The plaintiff further contends that under this rule it was entitled to three days grace after expiration of time of shipment in which to make shipment. The committee is of the opinion that the contention of the plaintiff is erroneous, holding that when the plaintiff, who was the seller, first violated the contract by failing to make the shipment within the contract time, and further failing to notify the buyer, the defendant, of its inability to make shipment within the contract time, that the buyer, the defendant, on not receiving notice that shipment would not be made, had a right to conclude that shipment had been made in the time limit. It was its duty to await a reasonable time the arrival of papers, and when the papers were presented, which was the first notice the defendant had that the shipment had not been made on time, the defendant then had a right to accept the shipment or to decline same at its will. In other words, we hold that it is the first duty of the seller to give notice of its inability to make shipment within contract time, and then it is the duty of the buyer to determine or decide as to whether he will extend the time of shipment, buy in the grain for seller's account, or to cancel the contract, and until this notice is given by the seller, the buyer has a reasonable time in which to await papers on the shipment before it becomes his duty to determine which of the options will be accepted. Not having received such notice, the buyer has no right to doubt that the shipment has been made within the time limit.

If the contention of the plaintiff that it had three days in which to make the ship-

ment after the time limit should be correct, then there could be no certainty of contracts based on a specific time shipment, and the committee holds that the following clause, "shall notify the seller by wire that unless he (the buyer) be in receipt of notice by wire within twenty-four hours, advising that shipment will be completed within forty-eight hours, he (the buyer) will, at the expiration of said twenty-four hours, at once proceed either to buy in, extend the time of shipment, or to cancel said contract, and to render a statement to the seller for all loss incurred," in Rule 7, if for the protection of the seller at all, is solely for his protection when he has the grain on hand to make shipment, when the buyer might attempt to cancel the contract on an advancing market and charge the seller up with the difference in the market when it might suit the seller best to ship the grain, even if the market was higher.

The defendant, Empire Grain Co., files a counter-claim against the plaintiff for a balance due on former car, on account of shortage in weight for \$43.09, and for loss of 2c per bushel on 1,732 bus. of wheat, being the amount contained in the two cars in question, on account of failure of plaintiff to ship the wheat on contract time. The plaintiff admits the claim for shortage, and the committee, following the precedents of former committees, where by contract it is shown that defendant had a profit claimed on a contract with its purchaser, the committee awards the defendant the amount claimed for failure on the part of plaintiff to ship within contract time, and hereby awards the defendant, the Empire Grain Co., \$77.73, amount claimed, and the plaintiff is hereby ordered to promptly pay to the Empire Grain Co. at Fort Worth, Texas, \$77.73, and the Secretary is instructed to refund to the Empire Grain Co. its deposit fee in this case.

E. W. ROLLOW.

L. G. BELEW.

W. L. PITTS,  
Committee.

Attest:

H. B. DORSEY, Sec'y.

## New Million Bushel Brick Elevator at Minneapolis.

In the early milling days of Minneapolis many flour mills were built close together on the banks of the Mississippi in order to take advantage of the excellent water power afforded at that point. As the business of the North Western Consolidated Milling Company grew and the capacity of the mills was greatly increased so as to preclude the storing of much wheat in each mill building, it became imperative that additional wheat storage be provided outside the mills. Little land being obtainable it was necessary that the new elevator be absolutely fire-proof and that rapid receiving facilities as well as convenient facilities for conveying wheat to each of the mills without the use of cars be provided. After due consideration the contract was let to G. T. Honstain, who built the million bushel brick elevator illustrated herewith.

The plant is supported by a heavy concrete foundation laid on rock twenty feet below street level. The house 80 x 196 feet rises 165 feet above the tracks. The construction of the walls of this plant is very unusual and altho not a departure from former elevators built by the same engineer, the novelty will prove of interest to everyone identified with the trade.

All bin walls, as is shown by our sectional views, are reinforced with hoop steel in every third course. The 4 inch width of No. 9 steel is used thirty feet up 9 inches apart. The second 30 ft. No. 9 steel is placed 12 inches apart, or every fourth course, and the balance of the



New 1,000,000-bu. Brick Elevator at Minneapolis, Minn.



steel is placed alternately every fourth and fifth course.

All bins are supported by 1½, 1% and 1¼ inch rods placed every four feet from bottom to top of bins across the corners. These tie rods are firmly anchored in concrete pilasters or pillars built in the brick wall and anchored by cross strips of steel. These pilasters are reinforced by heavy steel rods set vertical. Sand mould brick was used thruout the house being laid in a heavy cement mortar. All floors are of cement.

The outside walls below the street level are double; the bin wall being twelve inches thick and the outside wall eight inches thick with a dead air space of four inches between. All bin walls and partition walls above the street level are eight inches thick, while all around the outside of building is a four inch brick veneer with a four inch dead air space intervening. The purpose of this being to make the building proof against heat or moisture and to protect its contents from fire without.

The house contains 57 square bins. All of the larger bins are flat bottomed and 93 feet deep. In-as-much as the house is designed primarily to store wheat, the storage capacity was of prime importance and every inch of available space seems to have been used. Some of the small bins have hopper bottoms.

The house contains but three legs, each having an elevating capacity of 10,000 bus. per hour by which grain is elevated from special Honstain-Cooley non-chokable boots combined with a patent pit pan set in cement six feet below the foundation of the building. These legs are equipped with V-shaped cups. Two of them are designed to receive and one to supply wheat to the mills. Each head is equipped with noiseless 60 inch maple tooth core wheels with eight inch face.

The receiving legs deliver the grain to steel garners of 2,000 bus. capacity in top of cupola. From these the grain is dropped to either of two 2,000 bu. receiving scales with cylindrical steel hoppers and type-registering beams. Grain is distributed to the bins by means of two thirty-four inch rubber conveyor belts and removed from bins by a similar equip-

ment. Weller Trippers are used on each belt. An 18 inch Helicoid Screw Conveyor in basement is provided for emergency in turning over contents of house.

Grain is cleaned on two Prinz receiving separators from which grain is taken by conveyor belts to either of two of the company's mills or to the storage bins. The elevator is equipped thruout with a Day Dust Collecting System and sweep-ups are placed up at every point where dust and refuse are likely to accumulate.

The house is lighted thruout with incandescent electric lights and provided with inter-communicating system of telephones, signals and ticket conveyors. A passenger elevator provides easy access from basement to cupola.

The car shed adjoining is 85 by 83 ft. It is constructed of steel with 8 pits of 2500 bus. capacity under the tracks. These steel pits or receiving tanks are arranged in rows of four each and are equipped with the Honstain-Cooley Patent Interlocking device which makes it impossible to mix grain from two cars. Grain from each row of sinks is conveyed to boot tank of one elevator. Above ground in track shed, steel division walls are provided between pits so as to prevent grain from going into the wrong sink. Power car pullers and power shovels connected direct to electric motors are located in a receiving shed. The machinery thruout the house is driven direct from twenty-one General Electric Motors ranging in size from 5½ to 50½ horse-power.

Each of the three elevator legs in the new elevator is about 175 feet high from boot to head and has an independent drive consisting of a 50 H. P. General Electric Induction Motor equipped with the Evans Motor Attachment, with reducing gears, and a rope drive from this machine to the elevator head as shown in the illustration.

There are several advantages gained by the use of the Evans Motor Attachment in connection with the leg drives. The non-reversing stop will prevent the elevator leg from running backwards and forming a "choke" when the power is off and the friction cut-off coupling, interposed between the non-reversing stop and the motor, enables the motor to start the leg with a full load in the buckets as the

motor can be started with no load and run up to normal speed before the load is imposed by means of the clutch coupling.

In the operation of electrically driven elevator legs a great deal of annoyance and expense have been caused in the past by the "backing" and "choking" of the legs when the power is off unexpectedly, but these troubles are being avoided in most of the modern elevators by the use of this new type of elevator drive which is manufactured by Scott F. Evans.

## Grain Dealers Meetings.

May 19-20. Oklahoma Grain Dealers' Ass'n will meet as usual at Oklahoma City.

June 4-5. Annual meeting of the Texas Grain Dealers Ass'n will be held Friday and Saturday. Place and program will be decided upon May 15.

June 15-16. Illinois Grain Dealers' Ass'n will hold its annual meeting at Peoria, headquarters National Hotel.

June 21-25. American Seed Trade Ass'n will hold its annual meeting at Niagara Falls, Ont.

June 23. Indiana Grain Dealers' Ass'n will hold its mid-summer meeting at Indianapolis. Session will be held in assembly hall of Board of Trade.

June 24th and 25th. Ohio Grain Dealers Ass'n will hold its mid-summer meeting at Cedar Point. The time of this meeting had been fixed for a later date, but circumstances have arisen which compelled the changing of date.

July 13th. Western Grain Dealers Ass'n will probably hold its Annual Meeting at Des Moines, Ia. Outings for members will also be held at Clear Lake and Lake Okoboji the latter part of June and 1st of July. The Association officials have in contemplation other meetings more of a local character at Omaha, Des Moines and Cedar Rapids.

July 27-29. National Hay Ass'n will hold its annual meeting at Cedar Point, O.

Oct. 6-8. Grain Dealers' National Ass'n will hold its annual meeting at Indianapolis, Ind., headquarters Claypool Hotel.



Northwestern Consolidated Milling Co.'s New Brick Elevator at Minneapolis in Process of Construction.

# New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, are the following:

## EXPORT.

**III Cent**, ICC No J5143, grain, cleaned, clipped, graded, inspected, milled or shelled at Cairo, Ill., to New Orleans, La., for export to West Indies and foreign ports; effective June 6.

**Quebec M & S**, ICC No 101, oats and buckwheat, from points in Canada to New York, N. Y., Boston, East Boston, Mystic Wharf and Boston Junction, Mass., for export only; effective June 1.

**L V**, ICC No B4088, wheat and wheat products, rules governing application of export wheat rates on wheat milled at New York City or points in free lighterage limits of New York harbor; effective May 24.

**M St P & S S M**, ICC No 2471, grain products, from Minneapolis, St. Paul or Minnesota Transfer, Minn., and points in Minnesota, Wisconsin, North and South Dakota to Canadian points; effective May 26.

**Cumb Gap Desp**, grain from Louisville, Ky., when from Owensboro and Henderson, via L H & St L, to Norfolk, Va., for export, proportional rate, 9½¢, and does not include application at Norfolk, Va.; effective May 26.

**M St P & S S M**, ICC No 2472, grain products from Minneapolis, St. Paul or Minnesota Transfer, Minn., and points in Minnesota, Wisconsin, North and South Dakota to Baltimore, Boston, New York and Philadelphia, Pa., for export; effective May 26.

**W T L Com**, grain products from La Crosse, Wis., Minneapolis, St. Paul, Minnesota Transfer, Stillwater, Winona, Minn., to Baltimore, Md., 17½¢; Quebec, Montreal, Que., Philadelphia, Pa., 18½¢; Boston, Mass., New York, N. Y., Portland, Me., Providence, R. I., 20½¢, for export; rate to Providence applies only via Verley Line to Kingston, Jamaica, West Indies; effective May 26.

## GRAIN AND GRAIN PRODUCTS.

**Wabash**, grain and grain products between Hannibal, Mo., and Quincy, Ill., 5¢; effective June 1.

**C & N W**, barley, from Watertown and Clyman, Wis., to Cincinnati, O., 13½¢; effective June 1.

**Goodrich Trans**, grain and grain products, from Chicago, Ill., to Grand Rapids, Mich., 7¢; effective May 27.

**III Cent**, corn, from Weaverton, Ky., to Henderson, Ky., \$5 per car, effective, state, May 1; interstate, June 1.

**C M & St P**, malt, from Milwaukee, Wis., to Murphysboro, Ill., 12¢; New Athens, Ill., 10¢; effective June 1.

**III Cent**, corn, from Weaverton, Ky., to Henderson, Ky. (to be reshipped via III Cent), \$2 per car; effective, state, May 1; interstate, June 1.

**Chl M & G**, grain, from Andres, Baker Switch, Manhattan, Peotone, Whitaker, Wilton and Yeager, Ill., to Memphis, Tenn., 13¢; effective May 31.

**C C C & St L**, grain, from Cincinnati, O., to Aurora and Lawrenceburg, Ind., 40¢ per net ton, when from beyond and re-consigned; effective May 31.

**W T L Com**, grain products, from St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Duluth, Minn., Superior, Ashland, La Crosse, Wis., and rate points to Scranton, Pa., 23¢; effective June 1.

**C B & Q**, grain and grain screenings, to Memphis, Tenn., from Minneapolis, Minnesota Transfer and St. Paul, Minn.; barley, oats, rye, corn and grain screenings, 17¢; wheat, 20¢; applies only on traffic originating beyond; effective May 25.

**C I & L**, ICC No 2132, buckwheat, from stations on C I & L in Indiana to Janesville, Wis.; effective May 26.

**III Cent**, ICC No A7433, corn and oats, from stations on III Cent in Iowa to Little Rock, Ark.; effective June 1.

**III Cent**, Sup 1 to ICC No A7233, grain and grain screenings, from stations on III Cent in Illinois to Paducah, Ky.; effective June 1.

**Sou States Desp**, Sup 51 to ICC No 263, grain, from Baltimore, Md., to points south; effective June 1.

**C N O & T P**, ICC No 3622, grain, from stations on C N O & T P to Newport News, Va.; effective May 25.

**T P & W**, ICC No 632, grain and grain products, from stations on the T P & W in Illinois to Chicago, Ill.; effective May 31.

**Shenandoah Desp**, Sup 51 to ICC No S108, grain, from Baltimore, Md. (only), to southern points; effective June 1.

**Mo Pac**, Sup 43 to ICC No 6618, grain and grain products, from stations on K C M & O to points south; effective May 26.

**III Cent**, Sup 1 to ICC No A7370, wheat, from Illinois points to Illinois points; effective, state, April 27; interstate, June 16.

**III Cent**, ICC No A7415, grain, all kinds, from Peoria and Pekin, Ill., to points in Mississippi and Tennessee; effective June 1.

**B & O**, ICC No 8387, grain and grain products, from Ohio River division (main line B & O) stations to points on Norfolk & West; effective June 1.

**Bess & L E**, ICC No 173, grain and grain products, from stations on Bess & L E and Western Allegheny R R to eastern points; effective May 29.

**III Cent**, ICC No A7391, grain, from stations on the III Cent R R in Illinois and Indiana to Cincinnati, O.; effective May 28.

**III Cent**, ICC No A7447, grain and grain products, from stations on III Cent and connections to Cairo and Mounds, Ill.; effective June 1.

**III Cent**, ICC No A7455, grain and grain products, from stations on III Cent in Illinois and Indiana to Indianapolis, Ind.; effective June 1.

**K C Sou**, ICC No 2512, grain, grain products, seep hay and straw, between stations on K C Sou; effective, state, May 1; interstate, May 31.

**C A & C**, Sup 10 to ICC No 261, grain and grain products, from stations on C A & C to points in C F A territory and western points; effective June 1.

**Cin L & N**, ICC No 132, grain and grain products, from Ohio points to Detroit, Mich., and points in Ohio; effective, state, May 7; interstate, May 27.

**III Cent**, Sup 2 to ICC No A7266, grain, hay, etc., between points in Iowa and Chicago, Peoria and East St. Louis; effective June 1.

**Minn & St L**, Sup 31 to ICC No 1486, grain and grain products, between Peoria, Ill., and stations on Minn & St L and Iowa Cent; effective May 25.

**Sou States Desp**, Sup 51 to ICC No 263, grain, from Baltimore, Md., and rate points to points south; effective May 1 (combination).

**P R R**, Sup 3 to ICC No SS540, grain and grain products, from various stations on Buffalo and Chautauqua divisions to stations on P R R; effective May 30.

**C St P M & O**, Sup 3 to ICC No 3461, grain and grain products, between Sioux City, Ia., and Norfolk and Thurston, Neb.; effective May 25.

**Grand Trunk**, Sup 1 to ICC No A8, grain, from stations on Grand Trunk Ry to Duluth, Minn., and Superior, Wis., additions to general rules; effective May 24.

**C & O**, Sup 4 to ICC No 4423, grain and grain products, from stations on C & O to eastern and Virginia cities and other points in Virginia; effective June 1.

**III Cent**, ICC No A7448, grain and grain products, from stations on III Cent in Illinois; also stations on connecting lines to Memphis, Tenn.; effective June 1.

**C & A**, Amend 3 to ICC No 1952, grain and grain products, from Kansas City, Mo., and points in Missouri to stations in Arkansas and Louisiana; effective May 31.

**Erie**, Sup 31 to ICC No A3698, grain and grain products, from Chicago, Ill., and points taking same rates to eastern cities and interior eastern points; effective June 1.

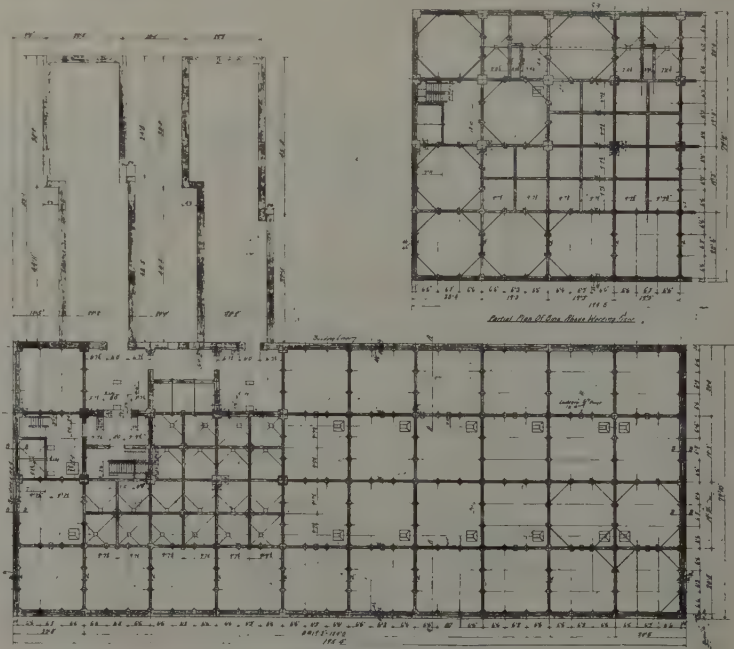
**B & O**, ICC No 8395, grain and grain products, from Akron, Cleveland, Cuyahoga Falls and East Akron, O., to points in C F A territory; effective, state, May 15; interstate, June 1.

**Grand Trunk**, ICC No A1262, grain and grain products and articles taking same rates, from stations on Grand Trunk to points in C F A territory; effective May 27.

**C B & Q**, ICC No 9521, corn, rye, oats and barley, from Lyndon, Sands and Sterling, Ill., to stations on C M & St P in Wisconsin and Illinois; effective May 25.

**W T L Com**, ICC No A49, grain and grain products, from points in Minnesota to eastern, interior eastern points, New England cities and Virginia points; effective June 1.

**D T & I**, ICC No D86, grain and grain products, from Detroit, Mich., to points



Plan of Eight Receiving Sinks of New Brick Elevator at Minneapolis.

See Pages 594-5-7-8 and 9.



in Michigan, Illinois, Ohio, Indiana and Kentucky; effective, state, May 2; interstate, May 22.

**Hocking V**, Sup 14 to ICC No 1179, grain and grain products, from stations on Hocking V in Ohio to Caledonia and Marysville, O.; effective, state, May 7; interstate, May 29.

**Ill Cent**, Sup 1 to ICC No 4138, grain and grain products, from St. Louis, Mo., and points in Illinois (when from beyond), to points on Illinois Cent, Yazoo & M V; effective June 3.

**Chi M & G**, Sup 9 to ICC No 11&M59, grain, from stations on Chi M & G to eastern, seaboard and Canadian cities; changes in list of participating carriers; effective May 31.

**C Gt W**, ICC No 4569, grain, from stations on C Gt W in Illinois and Iowa to Cincinnati, O., Evansville, Indianapolis, Jeffersonville, New Albany, Ind., and Louisville, Ky.; effective May 29.

**Goodrich Trans**, Sup 1 to ICC No 3, grain, grain products, from Grand Rapids, Sparta and Cedar Springs, Mich., to Chicago, Ill.; for rates see Grand Trunk ICC A1041; effective May 26.

**Shenandoah Desp**, Sup 51 to ICC No S108, grain and grain products, from Baltimore, Md., and rate points to points on Sou Ry and points south; effective May 1 (combination).

**Mo Pac**, Sup 57 to ICC No 8457, grain and grain products, from Missouri River points to Ohio and Mississippi River crossings and points in Mississippi Valley territory; effective May 30.

**Mo Pac**, Sup 20 to ICC No 8491, grain and grain products, seeds, hay and straw, from stations on K C M & G in Kansas and Oklahoma to St. Louis, East St. Louis and Carondelet; effective May 26.

**C B & Q**, ICC No 9461, grain, grain products, from Davenport, Ia., and points in Illinois to Cairo, Ill., Memphis, Tenn., and points in Louisiana, Mississippi and Alabama; effective May 25.

**T P & W**, Sup 1 to ICC No 131, grain and grain products, from East Burlington and East Keokuk, Ill., to Atlantic seaboard and interior points, cancel; no proportional rates in effect; effective May 31.

**Nor Pac**, ICC No 4027, grain, flaxseed, flour, millstuffs, from stations in Montana to St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior and other points in Wisconsin; effective May 25.

**Gt Nor**, ICC No A2988, grain, grain products, seeds, hay, between points on the S Dakota Cent Ry and Chicago, Twin Cities, Duluth, Burlington, St. Louis and Missouri River points, as noted; effective June 1.

**C Gt W**, Sup 8 to ICC No 4141, grain, between Duluth, Minn., Superior and Ashland, Wis., and stations taking same rates as shown in tariff hereby amended and points in Iowa; effective May 25.

**Ill Cent**, Sup 2 to ICC No A7266, grain and grain products, from stations on Cedar Rapids & Iowa City Ry to Cairo, Ill., proper, and beyond, Mounds, Ill., local, Evansville, Ind., for beyond; effective June 1.

**C St P M & O**, Sup 11 to ICC No 3416, flaxseed, grain, grain products, between St. Paul, Duluth, Minn., Sioux City, Ia., Omaha, Neb., or Chicago, Ill., and points on C St P M & O; effective May 29.

**Ill Cent**, Sup 3 to ICC No A6995, barley, corn, oats, rye and wheat, also grain screenings, from stations on Ill Cent and Ind Sou in Illinois and Indiana to Louisville and Owensboro, Ky.; effective June 1.

**Mo Pac**, Sup 32 to ICC No 7837, grain, grain products, hay and straw, between Cairo, Thebes, Ill., Columbus, Ky., Belmont, Cape Girardeau, Mo., and stations on St L I M & S in Arkansas; effective May 30.

**C B & Q**, ICC No 9470, oats and barley, straight, from stations on the C B & Q in Kansas, Missouri, Nebraska and Wyoming to stations on the A T & S F in Arizona and New Mexico; effective May 27.

**Ill Cent**, ICC No A7449, grain and grain screenings, from stations on Ill Cent in Illinois, Indiana and Wisconsin; also stations on Ind Sou and Dubuque, Ia., to East St. Louis, Ill., and St. Louis, Mo.; effective June 1.

**C R I & P**, Sup 23 to ICC No C8068, grain and grain products, seeds, hay and straw, from stations in Kansas, Nebraska, Colorado and Oklahoma to Texarkana, Ark., and other points in Arkansas; effective June 5.

**B & O**, Sup 37 to ICC No 6488, grain and grain products, from stations on B & O to Baltimore, New York, Philadelphia, Washington, Buffalo, Pittsburgh and Wheeling

and other eastern cities; changes in commodity list; effective June 1.

**C C C & St L**, Sup 23 to ICC No 3558, grain and grain products, from Greenwich, Ill., and Bonfield to Seneca, Ill., inclusive, to eastern and interior eastern points; additions to list of points to which rates apply; effective May 27.

**Mo Pac**, Sup 18 to ICC No 8490, grain, grain products, hay and straw, between St. Louis, Mo., East St. Louis, Ill., Memphis, Tenn., and other points in these states and stations on La & Ark and La & N W; effective May 30.

**C R I & P**, Sup 25 to ICC No C7958, grain, grain products, hay and straw, from stations in Missouri, Kansas, Nebraska, Oklahoma, Minnesota and Texas to stations in New Mexico and Arizona west of El Paso, Tex.; effective June 1.

**C R I & P**, Sup 44 to ICC No C7901, grain and seeds, between Chicago, Peoria, Rock Island, Ill., St. Paul, Minneapolis, Minn., and points in Illinois, Iowa, Missouri, Minnesota, Nebraska, South Dakota, also Missouri River points; effective June 1.

**B & O**, Sup 7 to ICC No 7231, grain and grain products, from Chicago and South Chicago, Ill., and points in Indiana to points in Indiana, Ohio, Michigan, New York, Pennsylvania, West Virginia and Kentucky; changes in commodity list; effective June 1.

**Union Pac**, Sup 1 to ICC No 2250, grain and grain products, from stations in Nebraska and Kansas on Union Pac to Galveston, Port Arthur, Texas City, Tex., and New Orleans, La. (for export); effective May 20 (Special Permission 9079).

**Grand Trunk**, ICC No 1173, wheat, corn and oats, ex lake, from Port Huron, Mich., Collingwood, Depot Harbor, Goderich, Meaford, Midland, Point Edward, Sarnia and Tiffin, Ont., to stations on E & M; effective, in Canada, May 3; in United States, May 29.

**C M & St P**, Sup 53 to ICC No A9945, grain and grain products, between Chicago, Milwaukee, Racine and stations in Ia., Minn., Mo., N. Dak., and S. Dak.; effective May 25.

**Grand Trunk**, Sup 1 to ICC No A1245, grain and grain products, from South Bend, Ind., to stations in Michigan; also cancel rates to Akron, Cleveland and Sandusky, O., from stations on Grand Trunk; for rates see G T L GFD1483, ICC A1262; effective May 27.

**Grand Trunk**, ICC No A1253, grain and grain products, and articles taking same rates, from stations on Grand Trunk and connections, also from Chicago, Ill., and Milwaukee, Wis. (originating at points west), to eastern, New England and Canadian points; effective May 27.

**C St P M & O**, ICC No 3564, wheat, corn, oats, rye, barley, flaxseed, Kaffir corn, speltz and buckwheat, from St. Paul, Minneapolis, Duluth, Minnesota Transfer, Minn., Superior, Kasco or Washburn, Wis. (when from beyond), to points in C F A territory; effective June 1.

**C Gt W**, Sup 4 to ICC No 4531, wheat, corn and oats, from stations in Missouri, Kansas, Iowa and Nebraska (originating beyond), to Cincinnati, O., Jeffersonville, Ind., Louisville, Ky., and New Albany, Ind. (on traffic destined to southeastern and car territories); effective May 29.

**C B & Q**, Sup 3 to ICC No 6945, of 1906, grain and grain products, between stations on C B & Q and connections and East Burlington or Quincy, Ill., on traffic originating at or destined to territory east of Illinois-Indiana state line and west of Pittsburgh, Pa., Buffalo, N. Y., Wheeling, W. Va., and other western termini points; effective May 25.

**Sou Frt Assn**, Sup 9 to ICC No A9, grain and grain products, from St. Louis, Carondelet, Mo., East St. Louis, Madison, Venice, Granite City and East Carondelet, Ill., to Cairo, Ill., Evansville, Ind., Memphis, Tenn. (when for beyond); also to points in Kentucky, Tennessee, Florida, Alabama, Louisiana and Mississippi; effective June 1.

**A T & S F**, Sup 27 to ICC No 4032, grain, grain products, seeds and broomcorn, between points in Kansas, Colorado and Oklahoma, also Superior, Neb., and points in Missouri, Kansas, Illinois and Mississippi River points; also corn and articles taking same rates, from stations in Kansas, Oklahoma and Superior, Neb., to stations in Colorado; also basis for through rates between stations in Nebraska and Sioux City, Ia.; effective June 1.

## SEEDS AND HAY.

**Ill Cent**, flaxseed, from Albert Lea, Glenville, Myrtle, London and Lyle, Minn., to Des Moines, Ia., 14c; effective June 4.

**C & N W**, ICC No 7022, flax and millet seed, from stations on C & N W in North Dakota and South Dakota to Sioux City, Ia.; effective June 1.

**M St P & S S M**, Sup 7 to ICC No 2245, grain and grain products, flaxseed and millet seed, from Thief River Falls, Minn., to points in North Dakota; effective June 1.

**Ill Cent**, flaxseed, from Bendlare, S. D., Bruce, Minn., East Sioux Falls, S. D., Hills, Minn., Rowena, Sioux Falls, S. D., and Steen, Minn., to Des Moines, Ia., 14½c; effective June 1.

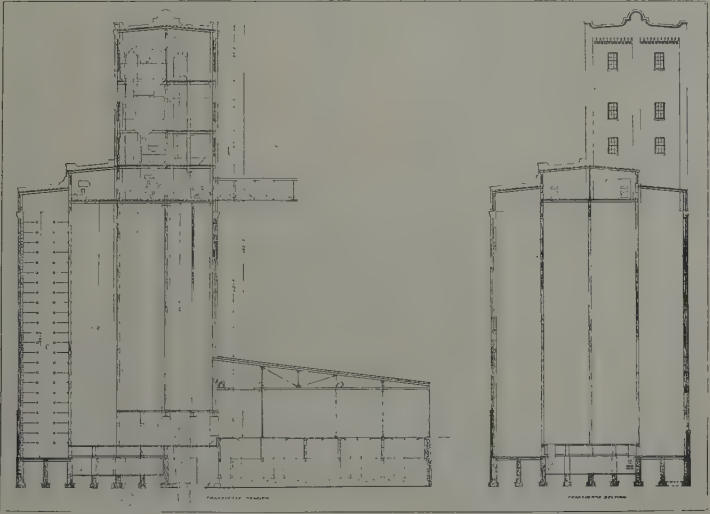
**Minn & St L**, Sup 36 to ICC No 1485, flax and millet seed, grain and grain products, between Chicago, Ill., Milwaukee, Wis., Peoria, Ill., and points taking same rates and stations on Minn & St L and Ia Cent; effective May 25.

**C M & St P**, timothy seed, from Hopkins, Minneapolis, Minnesota Transfer, St. Louis Park, St. Paul, Winona, Minn., and La Crosse, Wis., to Chicago, Ill., Milwaukee, Racine, Wis., and rate points, 20c; effective, in Minnesota, May 3; interstate, May 25.

**C I & Sou**, hay, from Mommence, Ill., to Joliet, Ill., 7½c; effective May 31.

**C I & Sou**, ICC No 1213, hay, from points in Indiana to Peoria and Pekin, Ill.; effective May 31.

**B & A**, ICC No 4208, hay and straw, from



Sectional Elevations New Brick Elevator at Minneapolis.

See Pages 594-5, 6, 7, 8 and 9.

stations in New York to points on N Y N H & H; effective May 29.

**C I & Sou**, ICC No 1191, baled straw, from points in Indiana to Oxford and Lafayette, Ind.; effective May 31.

**Ala G S**, ICC No 821, hay, from Ala Gt Sou R R stations to southern points; effective May 31.

**St L & S F**, Sup 47 to ICC No 5488, hay and straw, between stations on St L & S F and connections; effective June 1.

**B & O**, Sup 8 to ICC No 4375, hay, straw, and shucks, from stations on B & O to eastern cities; additions to list of participating carriers; effective May 28.

**C B & Q**, Sup 28 to ICC No 4438, of 1903, hay, between points in Nebraska, Iowa, Missouri and Kansas and stations on C B & Q; effective May 25.

**C Gt W**, ICC No 4571, hay and straw, between Peoria, Pekin, Ill., and points taking same rates and stations on C Gt W; effective May 30.

**Grand Trunk**, Sup 2 to ICC No 1044, hay and straw, from stations on Grand Trunk to Boston, Mass., and points taking same rates; effective May 31.

**B & O**, Sup 8 to ICC No 4375, hay, straw and shucks, from stations on B & O to eastern cities; substitution in lists of railroads participating carriers; effective May 28.

**C Gt W**, Sup 1 to ICC No 421, hay, cancel rates from stations in Iowa to Memphis, Tenn. (when destined to southeastern territory); combination of locals will apply; effective May 30.

**C B & Q**, hay, from Bridgeport, Neb. to Guernsey, W. Va.; from Bridgeport, Morrill and Hyannis, Neb., to Billings, Mont.; 20c; effective May 25.

**St L & S F**, Sup 46 to ICC No 5488, hay and straw, from and to southwestern points, application of rates at intermediate points, also adding East St. Louis and Carondelet at St. Louis rates; effective May 31.

**Grand Trunk**, Sup 4 to ICC No CA123, hay and straw, canal rates from stations on Grand Trunk in Canada to points in United States via Rouses Point, N. Y.; for rates see Sup 2 to Tariff CH8, ICC 1044; effective May 31.

**M K & T**, Sup 1 to ICC No A2349, hay, from points on M K & T in Missouri and Kansas to Key West, Fla.; M K & T has issued supplement to this and other tariffs, showing corrected list of participating carriers, in compliance with Special Order 3 of ICC; effective May 3.

**B & O**, Sup 13 to ICC No 4376, hay, straw and shucks, from points on B & O to eastern and interior eastern points; addition to list of participating carriers; effective May 25.

**MO PAC**, Sup 16 to ICC No 7990, hay, from stations in Oklahoma to points on St L I M & S in Arkansas, also points on connecting lines; effective May 29.

**MO PAC**, ICC No A912, hay and straw, from stations in Missouri, Kansas, Nebraska, Colorado and Oklahoma on Mo Pac to Memphis, Tenn., Cairo, Ill., Belmont, Mo. (proper), New Orleans, La., Mobile, Ala., and all points in Arkansas, Louisiana and Mississippi; effective May 29.

#### ELEVATION AND TRANSIT.

**Ill Cent**, Sup 462 to ICC No A5950, Fifth Corrected Page 161, rules and regulations governing absorption of elevation charges on grain at Chicago, Ill.; effective May 31; expires June 30.

**Gt Nor**, ICC No A2995, barley, rules governing malting in transit; effective June 1.

**Erie**, ICC No 7396, grain and grain products, rules governing mixing or substituting in transit; effective June 1.

**C C C & St L**, ICC No 8, rules governing transit privileges on grain at Champaign, Ill.; effective June 1.

**Erie**, ICC No 7397, rules governing milling in transit on barley, corn, linseed cake, oats, rye and wheat; effective June 1.

**C I & Sou**, ICC No 1204, grain, milling in transit at Chicago, Ill., Chicago junctions and Kankakee, Ill.; effective May 31.

**Gt Nor**, ICC No A2996, corn, rules governing reforwarding of corn from St. Paul, Minneapolis and Minnesota Transfer, Minn.; effective June 1.

**P R R**, Sup 4 to ICC No GO390, grain, etc., milling in transit; applying at points on or reached via Sou Ry, when from points on Cumberland Valley R R; effective June 1.

**L V**, ICC No B4087, grain, milling in transit rates on grain, from Buffalo, N. Y., North Tonawanda and Niagara Falls, N. Y., and points west thereof, except as noted; effective May 24.

**L & N**, ICC No 10568, wheat, milling in transit at Louisville, Ky., from points in Indiana and Illinois (as noted), to gulf ports, for export; effective June 1.

**Nor Pac**, ICC No 4046, rules governing milling in transit of corn consigned to Minneapolis, St. Paul, Minnesota Transfer, Minn., from points on Nor Pac; effective June 1.

**St Joe & G I**, ICC No A332, rules governing milling in transit of grain at St. Joseph, Mo. (when coming from or destined beyond), cancel; combination of locals will apply; effective May 29.

**Gt Nor**, ICC No A2997, corn, oats and rye, milled in transit at Minneapolis, from stations on C B & Q in Nebraska to stations in Washington, Oregon, Idaho and British Columbia; effective June 1.

**C R I & P**, Sup 57 to ICC No C6351, rules governing reconditioning and milling in transit of grain, grain products, hay and seeds, at stations on C R I & P and C R I & G; effective, state, April 29; interstate, June 5.

**Wabash**, Sup 3 to ICC No 1455, rules governing handling of grain held at Welland Junction, Fort Erie or Niagara Falls, Ont. for inspection and reconditioning without transfer and for handling grain at Buffalo and Black Rock, N. Y., when for transfer elevation, reconditioning or local delivery of flour, feed and grain products in transit through warehouses at Buffalo, N. Y.; effective May 29.

**A T & S F**, Sup 8 to ICC No 3340, grain and hay, minimum weights to apply; effective June 12.

**St L S W**, ICC No 2381, allowances for grain doors and repairs at St. Louis, East St. Louis and Cairo; effective May 29.

**PERE M**, ICC No 2038, grain, rules governing milling in transit at Buffalo, N. Y.; effective May 23.

**HOCKING V**, ICC No 1333, grain doors, rules governing adjustment of expense for same; effective May 21.

**ELGIN J & E**, ICC No 1053, grain, rules governing charges and settlement of expense for grain doors furnished with grain and other freight in bulk requiring grain-door protection; effective June 1.

#### REPARATION ALLOWED.

Refund of overcharges by carriers to shippers has been ordered recently by the Interstate Commerce Commission in the following cases:

To D. I. Bushnell & Co. from Missouri Pacific Ry., \$171 on one carload of sorghum seed from Utica, Kan., to St. Louis, Mo.

To Pierce Mill Co. from C. & N. W. Ry. Co., \$100 on a mixed carload of grain and grain products from Pierce, Neb., to Casper, Wyo.

To Illinois Seed Co. from Illinois Central R. R. Co., \$6 on one carload of barley and one carload of screenings from Minneapolis, Minn., to Chicago, Ill.

To Nebraska-Iowa Grain Co. from Illinois Central R. R., \$20, overcharge on four cars of corn from Omaha, Neb., to Orchard and Osage, Ia.

To Chilton Malt Co. from Chicago, Milwaukee & St. Paul Ry., \$170, excessive rate on 11 carloads of malt from Chilton, Wis., to Kansas City, Mo.

Germination tests of weed seeds found in mixed feeds by the New York Experiment Station show that several kinds had not lost their vitality. In one sample 50 per cent of the plantain seed germinated. Many of the weed seeds pass thru the animals undigested.

## The Proper Care of Wagon Scales.

BY R. W. CARR.

No scale will work well for any length of time without a good foundation. This must be put in so that it will not settle at any point. If one corner is so little as one-half inch low the beam will not register correctly.

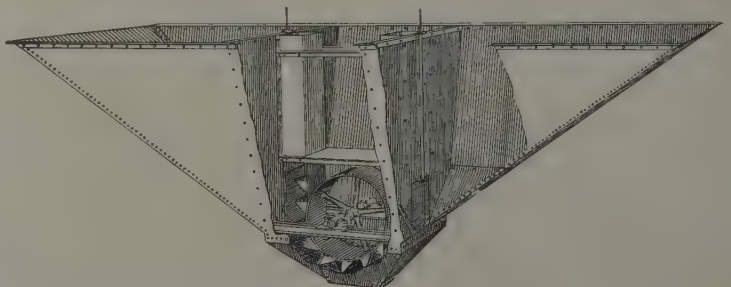
The best foundations are of concrete. The stone or brick are as good, while more expensive, and should be put in strictly according to the plan furnished with the scale. If it has been lost and you are replacing an old rotten foundation with new, write to the factory for another.

Both my scales are set on cedar posts lined on the outside with boards, and the dirt tends to squeeze in the sides till they bind on the platform, causing it to stick. On one of them where the squeezing was very pronounced, caused by the roadway alongside the scale, I set a post with the top about eight inches below the surface of the roadway and about six feet from the scale and put a three-quarter inch rod through it and through the side timber of the scale with a large washer on each end, and this has held the timber in place for the last four years with no signs of giving way.

**BEARINGS NEED ATTENTION:** Too little attention is given to the bearings under the platform. There should be a trap opening under the platform to admit of easy access to the levers and knife edges (which are the fulcrums on which the platform rests), and if the pit is dug extra deep it is much easier to do the work, and it is therefore done oftener. The bearings should be lifted off the knife edge and both should be cleaned and wiped with a piece of oily waste about once a month. A six-foot piece of 2x4 and a block of wood gives enough leverage to lift the platform up two inches, which is enough for this purpose.

In some scales four levers, one from each corner, run to the rod that hangs on the short end of the weighing beam. Each lever has its bearings point on a casting which is bolted to the end of the lever. The casting usually has a slot in it where the bolt passes through so as to allow the lever to be shortened or lengthened. This is necessary because the ratio of the short end of the lever to the long end must be the same in each lever. The distance between the knife edges in each lever is determined by calculation, and the workman who sets it in place in the lever comes as near the distance as he can, and the error is accounted for and corrected by moving the slotted casting carrying the bearing point at the other end along the lever a quarter of an inch or so till the exact point is found.

I would not advise any one to attempt



Combination Boot and Boot Tank in New Brick Elevator at Minneapolis.

See Pages 594-5.



adjustments of this character, unless he knows what he is doing and has about a ton of known weights, or he will get his scale in an apparently hopeless condition. And yet it is not hard to learn, tho before you can adjust a scale you will spend several anxious hours and \$10 to \$20 lying in a dirty scale pit and thinking hard; but once you get the idea it is very simple.

In some scales the levers from the outside corners (those on the side opposite to the beam box run to the rod hanging on the short end of the weighing beam and the levers running from the other corners) hang on the long levers at a point near the middle of the platform. The short levers have the same slotted casting as the long levers and are adjusted in the same way.

**ACCURACY OF SCALES:** Some people have the idea that if a scale will weigh a small weight, say, a man, accurately, it will weigh a large weight of coal with the same accuracy. This is a mistake. Suppose the man weighs 200 pounds on a scale whose beam is divided into two-pound divisions and suppose that his real weight is 198 pounds. The scale gives short weight to the extent of 1 per cent, in this case two pounds. But suppose we have on a load of coal weighing, with the wagon, 7,000 pounds. One per cent of this is seventy pounds, and, with coal at \$10 a ton, is worth figuring on.

The way to prove the adjustment of a scale is, first weigh a medium weight, say 2,000 pounds. Then take it off the scale and put on a heavily loaded wagon, weighing, say, 8,000 pounds; now put the 2,000 pounds back on the platform, leaving the wagon on also. The total should be 10,000 pounds. If not, something is wrong. If it weighs less, the last ton put on has shrunk, somehow—and yet it hasn't. The trouble is in the levers. Leave the wagon on the scale and put the weights on each corner in succession, noting the weight at each corner. Three corners may be about right, but the fourth away off. Since the weight is too light, it follows that the lever does not bear down heavily enough at the rod that runs to the beam in the weigh box. If the long end of the lever be shortened it will pull down more, and here is where the slotted casting on the end comes in, for by loosening the nut

on the bolt the casting may be gently driven along a quarter of an inch or so, shortening the lever.

**ALTERING SCALE'S BALANCE:** Now altering the lever has altered the balance of the scale, so the 2,000 pounds of weight must be taken off the platform and the wagon weighed again. When the 2,000 pounds are put back on again an improvement will be noticed on this corner. The process is then repeated till the adding of the 2,000 pounds on the platform makes a difference of 2,000 pounds on the beam.

In making these adjustments it is sometimes found that when one corner is corrected the others will be affected and will show errors that did not appear before. These must be corrected in the same manner until each corner is within a pound or two of the correct weight with the wagon and weights on the scale; and if you are that close on a load of 10,000 pounds, nobody will kick on your weights.

**DIFFERENCES IN WEIGHT:** At one time I had some trouble with an ice factory, and we weighed a load over about six different sets of scales, weighing the load when driving over each scale in both directions, and the differences between the weights on the same scale and also the differences between the several scales was surprising.

Many of the railroads employ a man who does little else but keep the company scales in order, and if you arrange with your agent to let you know when he is in town he will test your scales and put them in order, and if you are liberal with him and ask a lot of questions you can soon become somewhat expert yourself. Then you can get a set of test weights. There may be a discount for a ton; I don't know; I made mine myself.

Aside from the great satisfaction of knowing that your scales are correct and that enables you to stand pat on your weights with confidence, there is the profit end to be looked at. I may boldly proclaim that no man wants to short-weight a single one of his customers, no matter how cranky. But suppose your scale

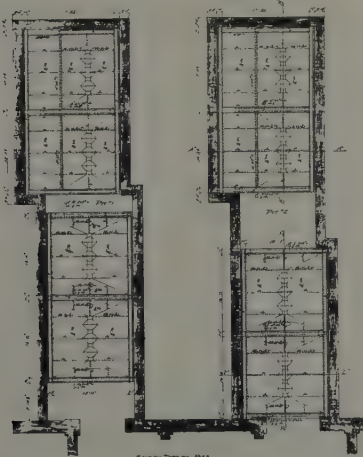
works the other way. Suppose, when you think you are sending out a ton that you are actually sending out 2,020 pounds of high-priced coal.

**REPUTATION FOR ACCURACY:** Then there is another thing, you get a reputation for having accurate scales, and that will occasionally bring in a new customer who has had a dispute with one of your competitors. People will come to you to have their produce weighed. I have had but one weight disputed in two years, and that proved up to my advantage when reweighed.

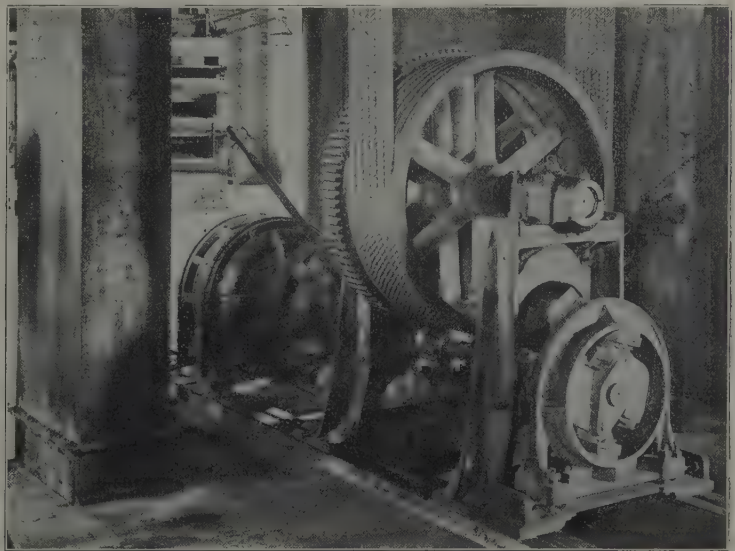
**ADVICE TO SCALE OWNERS:** In conclusion I have this to say: Clean out your scale pit often; oil the bearings once a month. This prevents rust and wear on the knife edges and keeps the scale from becoming "stiff." If the foundation is of wood, see that it does not settle and that it is replaced before the bolts supporting the levers pull partially through the rotten wood. See that nothing touches any of the levers or connections from them to the beam. Keep your scale in order.

Have the scale platform flush with the ground; neither above nor below. If below, the wagon coming down on it strikes a more or less sharp blow which is hard on the knife edges. I had one broken that way. If the platform is too high, the impact of the wagon against the foundation tends to knock it out of position and the traction of the horses' feet dragging the load up on the platform doesn't improve its working. And last, but by no means least, have your scale roofed over, the pit drained.

Bucket-Shops are in trouble. They generally faint away on advancing markets. Some have. Cincinnati bunch has been found guilty of missing the mails. Some Western Union operators have been discharged in Pittsburg because the quotations they were tapping the wires for the bucket-shops and holding back the quotations. They not only steal the quotations, but deceive their sucker patrons. Why not trade only with regular board of trade firms who have a reputation to protect and secure the best results?—C. A. King & Co.



Plan of Bins and Pits New Brick Elevator at Minneapolis.



Evans Motor Attachment Placed in Northwestern Elevator to Prevent Back-Legging.

# Seeds

The annual meeting of the American Seed Trade Ass'n will be held June 21 to 25 at Niagara Falls, Ont.

Demand for seed wheat is reported lighter than usual this spring at Minneapolis, Minn. A few seasons back seed wheat was scarce in spring.

The acreage of clover seed sown in Ohio is 103 per cent of that of last year, and the average date of seeding was Mar. 25.—Ohio Dept. of Agriculture.

Ossian, Ia.—Clover is very badly killed out, and the grass and hay crops consequently are cut down 20 per cent.—I. H. De Graff, agent Gilchrist & Co.

There are very few good clover fields left in Indiana and Ohio. Clover was winter killed. Timothy meadows are in good shape with prospect for normal crop.—Wm. Simons.

An area of over 4,500 acres of alfalfa in the vicinity of Chickasha, Okla., is assured this season, J. E. Farrington, the seed dealer of that place, having sold three carloads of seed to farmers.

Madison, Wis.—Last year's seeding of clover and alfalfa is usually in good condition, and pastures, tho late, need only warm weather to put them in good form.—John M. True, sec'y Wisconsin State Board of Agriculture.

As far as old clover seed is concerned the season is all but over. Purchases of cash seed are now made on basis of October, and buyers are taking it at a price which they think safe to carry over. The quality of seed now coming indicates more or less house-cleaning, most of it being poor stuff.—J. F. Zahm & Co.

Seed corn testers and seed storehouses for farm use will be manufactured by a company recently organized at Des Moines, Ia., by E. T. Meredith, E. E. Faville and others. The company will soon be incorporated with \$25,000 capital stock. The tester will test enuf seed for 35 acres, in a box 18 inches square and 9 inches deep. It will be known as the P. G. Holden Tester.

Toledo received during the week ending May 8 1,225 bags of clover seed and shipped 871 bags; against 17 bags received and none shipped during the corresponding week of 1908. For the season to date receipts have been 152,951 bags and shipments 118,904 bags; against 29,131 bags received and 32,041 bags shipped during the corresponding part of the season preceding. Alsike receipts for the week have been 70 bags; and for the season 9,007 bags; against 4,212 bags for the corresponding period of the preceding season.

Chicago received during the week ending May 8 789,870 lbs. timothy seed, 56,760 lbs. clover seed, 203,400 lbs. other grass seeds and 19,000 bus. flaxseed, against 361,185 lbs. timothy seed, 46,600 lbs. clover seed, 145,600 lbs. other grass seeds and 30,000 bus. flaxseed, during the corresponding week of 1908. Shipments for the past week have been 233,341 lbs. timothy seed, 53,815 lbs. clover seed, 640,390 lbs. other grass seeds and no flaxseed; against 226,620 lbs. timothy seed, 61,540 lbs. clover seed, 750,258 lbs. other grass seeds and 13,060 bus. flaxseed for the corresponding week of last year.

A New Jersey promoter of patented inventions has printed a new business card on the back of which appears the following: Some new companies just incorporated, The Artificial Bird Seed Trust, for the manufacture of artificial bird seed for the feeding of cuckoo clocks; the Woodpecker Punching Co., a new process for punching holes in the tops of salt and pepper shakers, the punching is done by trained woodpeckers.

Camp Point, Ill., is one of the largest country receiving markets for clover seed in the western part of Illinois. Fifteen carloads of clover seed were purchased during the season just closed by one firm, Farlow, Vollbracht, Spence & Co., and they have bot probably 75 per cent of the seed in Adams and Pike Counties. Some of the seed was bot at the branch houses at Barry and Ursa, but all was shipped to Camp Point, cleaned and prepared for market.

London, Eng.—Weather superb and land in capital condition. There is naturally a very brisk demand for grass and clover seeds. Stocks of small seeds decreasing rapidly, but prices keep about steady. Reds selling slowly, as supplies in many localities cover requirements. Some inquiry from Holland. Good speculative demand for white. Alsike firm. Imports into United Kingdom during first quarter 1909 show a notable falling off from those of same period year ago.—Telegraf.

A study on the longevity of seeds has been made by A. J. Ewart and reported in the Proceedings of Royal Society, Victoria, pages 1 to 210. Tests were made of 3,000 different seeds ranging from fresh seeds to those known to be 60 or more years old. The author also incorporated all previous records known to be correct. The seeds fell into three classes, those whose life does not exceed three years, those which may last 3 to 15 years and those which may last 15 to over 100 years.

Experiments on the vitality of seeds which had been submerged were made at the Arizona Experiment Station and reported by J. J. Thorner. The seeds were sown in soil in the usual manner and flooded to a depth of 12 inches for a period of 38 days, which is about the flood period of the lower Colorado River. After this treatment the percentages of germination were as follows: wild hemp 75, Johnson grass 45, Bermuda grass 42, amber cane 45, Japanese rice 36, Honduras rice 23. No germination resulted with oats, rye, corn, millet or Jerusalem corn after more than a few days' submergence.

Dealers, both wholesale and retail, with some few exceptions, appear to be doing their best to comply with the regulations of the seed control act. The greatest trouble is found where the retail dealers, who have no cleaning appliances, are handling farmers' stock. Owing to the difficulty of securing clean seed from farmers, most of the local dealers are now relying almost entirely upon the wholesalers for their stocks. During March 37 official samples of seeds were taken by the seed inspectors which were suspected as being sold in violation of the seed control act. Of these 24 were red clover, 8 alsike, 1 timothy, 3 alfalfa and 1 barley. Twelve were alleged violations of section 6, 4 of section 7 and 21 of section 8. With three exceptions, these suspected cases proved to be violations of the act.—Geo. H. Clark, Seed Commissioner, Dominion of Canada.

The first prosecution for violation of the seed control act of the Dominion of Canada this season was conducted against Mr. N. E. McCutcheon of Shelburne, Ont., on Mar. 30. The defendant had offered for sale a bag of alsike seed which the official analysis showed to contain catchfly and false flax at the rate of, approximately, nine per thousand of the good seed. The prosecution was entered by the inspector who took the sample, and the defendant pleaded guilty but escaped the payment of fine by disclosing the name of the firm from which he got the seed, the William Rennie Company, Ltd., of Toronto. Mr. McCutcheon stated that he purchased the seed in good faith on the understanding that it would comply with the seed control act.

April generally closes the shipping season. A little clover seed goes out early in May. There will continue to be some cash trade for several weeks. If dealers are thinking of carrying over any seed it is better to take the prime and let go of low grades. The difference may widen as the cash demand becomes lighter. Present prime will not fill October contracts. New crop futures have a speculative value, which the old seed has not. New crop futures will feel the crop prospects. They will probably fluctuate considerably before the new crop is decided. They always change several dollars several times each season. Ohio and Indiana have poor prospect. Some of the northern States have fared better. Chili, Canada and Europe must also be considered, likewise the amount carried over everywhere.—C. A. King & Co.

Columbia, Mo.—The condition of old clover is practically unchanged from last month, the per cent being 74 last month and 73 May 1. The new clover is starting only fairly well, the condition being 83. All parts of the state are affected in about the same degree. Alfalfa shows a condition of 88% on May 1; this crop, while not as widely used as it should be, is gradually being increased in acreage in the state. Timothy has shown practically no improvement over last month: the severe winter left this grass in a rather bad condition. The average for last month was 88 as compared with 87 this month. The condition of flax at the present time is 88. The acreage has decreased about 8 per cent from last year.—Geo. B. Ellis, sec'y Missouri State Board of Agriculture.

Grass seed will grow any time there is sufficient moisture in the ground and sufficient heat. We have sown it in May and secured a better stand than when sown in April, simply because there was a more abundant supply of moisture. We would not hesitate to sow timothy and clover as late as June, provided the conditions were right. It must not be supposed that because it is the custom to sow grass seed in March or April therefore it will not succeed if sown later. If there are fields that could not be sown in oats, and it is not desirable to plant them to corn or some other crop, but exceedingly desirable to put them down in grass, simply go on and harrow them thoroughly, killing the weeds that are near the surface, and sow your grass seed. Put in enough early oats to assist in keeping down the weed growth, and mow this for hay. On many farms it is a matter of the utmost importance to secure a stand of grass, and the farmer should not hesitate because he has not been able to put in a crop of oats or wheat for grain and as a nurse crop for the grasses.—Wallace's Farmer.



## A New Fireproof Elevator For Buffalo.

Grain is becoming so valuable and fires in frame terminal elevators so frequent, no one now ever thinks of duplicating the fire traps of the past. The difficulty of obtaining all the insurance needed on a terminal frame cleaning house and its contents as well as the heavy cost of the insurance compels every prospective builder to hesitate when he considers the use of combustible materials. It was but natural therefore that the owners of the Wheeler elevator, burned several years ago at Buffalo, should refuse to consider any but fire-proof material when it came to rebuilding the plant. Accordingly contract was let for a new 700,000 bu. reinforced concrete elevator to be built on Ganson Street and Buffalo River by the Monarch Engineering Company.

The new plant which is illustrated herewith will be divided into thirty-three bins ranging in capacity from 4,000 to 36,000 bus. It will rest on 1400 piles, each driven to rock. The footings and first story under bins will be of reinforced concrete. The lower floor being seven feet above mean water level and the bottom of the bins fifteen feet above it.

All bins will have hopper bottoms with a slant of 45 degrees to outlet. The bins will be of reinforced concrete with eight inch walls entire height. All the bin walls will be reinforced with horizontal steel hoops placed twelve inches apart and with vertical rods spaced three feet apart. The size of steel hoops is graduated from the bottom to top to take the full strain due to grain pressure. The house will be equipped with a marine leg, two lofter legs, four belt conveyors, cleaning machinery, hopper scales of large capacity, car pullers, power shovels, loading spouts for cars, boats and wagons, so that the house will be equipped to care for all kinds of trade. All legs, scales, garners and machinery will be constructed of steel. No wood or combustible material of any kind being used in the house.

The legs have a handling capacity of eighteen and fifteen thousand bushels per hour. In designing the house it was planned to use machinery wherever possible and dispense with manual labor as much as possible. The marine tower and working house is being built of steel. All parts of the plant will be connected by an inter-communicating telephone system with a complete equipment of call bells and signals.

Power will be furnished by nine motors ranging in capacity from 10 H.P. to 200 H.P. These will be controlled from a switchboard arranged in a separate fire-proof room on the ground floor of the elevator. In connection with each motor will be a start and stop signal located near the motor with an annunciator in the switch room arranged to give the proper signal to the switch-board operator.

The motors will be of the alternating current type 440 volts 5000 alternations designed to operate on the current furnished by the Cataract Power & Conduit Co. and generated at Niagara Falls. In the switch-board room in addition to the board, there will be oil insulated self-cooling transformers for stepping down the current from 2200 V. on the distributing lines of the company to 440 V. for distribution inside the elevator.

The machinery equipment in the house is being specially designed in many respects, and will be furnished by the Webster Mfg. Co. The boots for the marine leg and lofter legs are so designed that any part of the boot is accessible from the side. It being possible to remove bearings or boot pulley without disturbing the other parts of the leg. The hoist for the marine leg is designed so as to have two hoisting ropes in place of one as ordinarily used. This gives a double factor of safety.

The machinery is so grouped in the house that all of the upper driving machinery operating the elevator heads and upper conveyors is under the control of the upper floor man; and all of the machinery driving the leg hoist, leg pusher, and ship shovels is so arranged that it is directly under the control of the man in charge of the ship shovels.

The belt conveyors will have the upper belt supported on combination troughing idlers for the full length, and the lower

belts supported on flat pulley rolls. The tripper on upper belt will be of the latest improved design. All bin outlets will be specially designed with rack and pinion operating mechanism.

Argentina's corn crop of 1909 is estimated at 6,000,000 tons, or the largest ever gathered.

The National Hay Ass'n will hold its annual convention at Cedar Point on Lake Erie, July 27, 28, 29.

Mexico has decreed that "wheat that shall be imported thru the customs houses of the republic after April 30 next, effective until the following June 15, inclusive, shall continue to be subject to the tax of 1 peso for each 100 kilograms, gross weight." The rate prior to the issuance of the decree of Nov. 26, 1908, was 3 pesos per 100 kilos. One peso is \$0.498 and 100 kilos is 220 lbs.



700,000-bu. Concrete Elevator Being Erected at Buffalo for Wheeler Elevator Co.

### Color and Hardness of Wheat.

BY DR. CHAS. E. SAUNDERS, CEREALIST,  
DOMINION EXPERIMENTAL FARMS.

As some controversy is going on in reference to the value of the present system of grading wheat, a brief statement of a few facts in connection with the matter may be helpful.

The grades of wheat are based chiefly on color and hardness, and the Act seems to lend support to the popular idea that color and hardness always go together, all hard wheats being dark or "red" and all soft wheats pale or "white." This popular conception is not correct. Paleness of wheat is of different kinds and may be due to various causes. The failure to understand these leads to much confusion. According to the Act, wheat must be both hard and red in order to come into the higher grades. As a general rule, to which, however, there are many exceptions, hardness may be taken as an indication of flour strength, but redness, as such, is no indication at all; for red wheats even when "piebald" or soft are still red in the proper sense of the term, though they are not always called red when in that condition.

Paleness in wheat may be considered under three headings.

(1) Naturally pale bran. The wheat may have a skin which is naturally yellowish and pale instead of being of the dark, reddish-brown which we commonly term "red." White Fife is a good example of such a pale wheat. It is not a soft variety nor inferior in any way to Red Fife. In general terms it may be said that a naturally pale bran is no indication of inferiority and has no connection with quality in any way.

(2) Softness. The kernel may be soft and starchy, either throughout the whole of its structure, or only in patches ("piebald" wheat). This whitish condition of the interior shows through the bran and produces a pale effect. In such case a yellow-skinned wheat becomes almost white, and a red wheat becomes pale red, so that it may be carelessly referred to as "white." The bran, however, remains unchanged, and a soft red wheat is still red even though paler than when hard. This paleness, due to softness, is usually an indication that the wheat is of lower value because it will not produce such strong flour as could be obtained from a pure hard wheat.

(3) Weathering. When wheat has been subjected to adverse conditions of weather, the bran may be bleached to a certain extent. It is impossible to properly judge the value of such weathered samples without an actual milling and baking test, and in the absence of such determinations injured wheat will always be graded down—sometimes lower than it deserves.

To sum up, therefore, we may say that paleness due to injury of the bran may be an indication of inferiority, that paleness due to softness of kernel usually indicates inferiority, but that paleness which is only due to the natural color of the bran is no sign of inferiority at all.

Leaving out the cases of damaged wheat, the other two causes of paleness offer no particular difficulties. It is perfectly easy to distinguish between hard wheats which are pale from the natural paleness of the bran and soft wheats which are pale from the starchiness of the interior seed. A hard sample of White Fife is of about the same degree of paleness as a soft sample of Red Fife; but the tints of the two are quite distinct, the White Fife being yellowish and translu-

cent and the Red Fife being pale reddish-brown and opaque. But this distinction is not often perceived, though it is of vital importance. The failure to recognize it accounts for some of the peculiarities of the present system of grading, which by discriminating against yellow-skinned-hard wheats must sometimes do great injustice to the owner of any wheat which is hard but not red. For instance, a lot of wheat consisting of a mixture of 55 per cent hard White Fife, 40 per cent Red Fife and 5 per cent soft Red Fife, could not be legally graded higher than No. 3 Northern, though its actual value would be above that of an average sample of No. 1 Hard.

No matter how careful and competent the grain inspectors may be, it must sometimes happen that individual lots of grain, even of the ordinary red types, when graded essentially by appearance, are placed in a grade lower than that to which they are fairly entitled by actual quality.

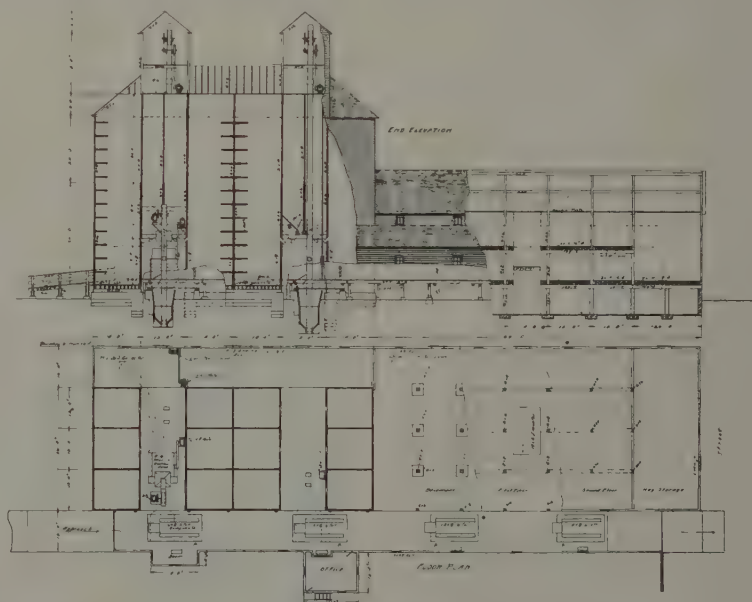
A farmer recently discovered two stalks of wheat growing out of the end of an egg. He kept the egg, and exhibited it as a relic in his home town of Hale, Mo. If he had set it he might have hatched some miracle wheat.

### New 100,000-Bushel Grain Elevator at Kalispell, Mont.

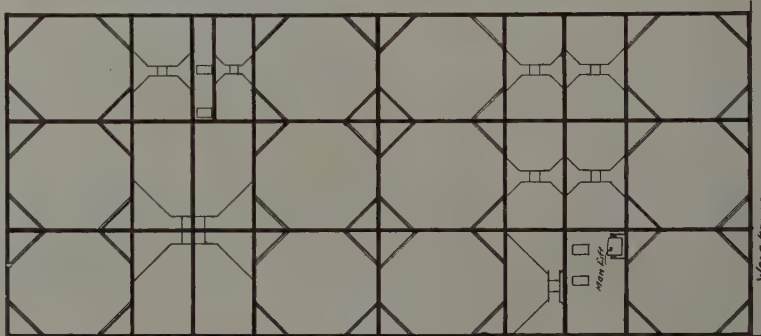
Westward the bulk-handling grain storehouse is slowly but surely making its way. The economy of time, grain and labor, as well as the need of modern facilities for improving grain, is demanding the displacement of the old bag warehouse by the modern rapid handling bulk elevator. Montana and Idaho are adding many new elevators to their grain handling facilities this season.

Last year the plant illustrated herewith, which was designed by L. O. Hickok & Son, was erected at Kalispell, a thriving city of about 7,000 persons in the Northwestern part of Montana on the Great Northern Railway. This plant was built for the Farmers Protective Association, which owns an entire block and trackage on 300 feet of its frontage. Its spur extends 150 feet beyond, giving ample track room for the handling of loaded cars. This company makes a specialty of oats, but handles all kinds of grain grown in the valley.

The plant consists of a large elevator 36x82 and 80 ft. 6 in. high. It is a cribbed structure, 2x8 cribbing being used up 12 ft., 2x6 the next 18 feet and 2x4 up 26 feet to cupola. The house contains one re-



Floor Plan and End Elevation of 100,000-bu. Elevator at Kalispell, Mont.



Bin Plan of 100,000-bu. Elevator at Kalispell, Mont.



ceiving and one shipping leg as well as one short leg for elevating grain to garner over No. 8 Invincible Oat Clipper on the first floor. The working floor also contains one Minneapolis cleaner, one Willford & Northway Feed Mill, one Richardson Automatic Shipping Scale and 6 electric motors to run the elevator legs and the machinery on the first floor. Grain can be received direct from cars. Power shovels and receiving sink being provided for unloading cars. A man lift and a Day Dust Collector complete the equipment.

The warehouse, which is four feet from elevator, is 48 x 96 feet and is three stories high. The basement of the warehouse is of solid concrete. The floor being covered with five inches of cement. The walls being twenty inches thick with an air space from top to bottom and the inside walls are plastered with two inches of cement which makes walls frost and moisture proof. The purpose of this is to provide safe storage for fruit and vegetables during the long cold winters. On the ground floor of the warehouse is stored a stock of feed, chops and wheat, which is delivered locally in bags. The long enclosed driveway which passes beside warehouse and elevator contains four six ton dump scales. Potatoes are dumped into basement of warehouse where they are passed over a grader and sacked ready for shipment. The entire warehouse is partitioned from top to bottom to accommodate hay. The company owns its own barn nearby for the accommodation of its delivery teams.

Gray squirrels have become a pest at Dayton, Wash. Farmers in the county fear the destruction of their grain crop.

Denatured alcohol manufactured from flax straw has been tried with success by the North Dakota Agricultural College, but the per cent of alcohol obtained is not sufficient to make it a paying enterprise, the yield being 35 gallons per ton of straw.

The ex-lieutenant governor of North Dakota is a champion of durum wheat, and proposes to create a desire for it thru advertising. He has asked the Durum Wheat Ass'n to levy an assessment of a mill per bushel on every grower of durum wheat. He expects to create a fund of \$50,000 in this manner, with which to advertise the value of the wheat.

## Where Is the Wheat ?

The Government estimated the wheat yield for the crop year of 1908-9 at 65,000,000 bus., an increase of 30,000,000 bus. over the preceding year. The visible supply and farm reserves of wheat on hand July 1 was 69,000,000 bus., a decrease of 22,000,000 bus. for the corresponding date of the preceding year. The exports of wheat from July 1, '08 to Apr. 17, '09, were 103,000,000 bus., a decrease of 34,000,000 for the same time last year.

The Government estimate of the wheat yield for last year of 665,000,000 bus. plus the available supplies on hand of 69,000,000 bus., makes a total of 734,000,000 bus. of wheat for disposition during the crop year. The estimated consumption of wheat to Apr. 17, was 458,000,000 bus.; 72,000,000 has been used for seeding; 103,000,000 bus. had been exported to Apr. 17. This leaves 101,000,000 bus. somewhere in the country.

Where is the wheat? The visible supply Apr. 17 was 32,628,000 bus. Have the farmers the balance or 68,372,000 bus. in their bins? Is Mr. Patten cornering the markets of the world or has the farmer filled his loft and attic with wheat hoping that gaunt and ghastly famine will bestride the land, thus forcing a hungry Nation to come to his bins for supplies.

Reports from the North as reflected in "Crop Reports" show that the acreage of Spring seeding will be much larger than last year. It is expected that the extra seeding of Spring wheat will overcome the decrease in the acreage of the Winter wheat crop. These reports also show that farmers who held in the Fall of '07 for higher prices later, and failed to secure them took advantage of the high prices this last Fall and sold when offered a big price. What is now left in their bins is being traded among themselves or sold to country millers. In making its estimates it is possible that the Government foresaw and took the extra seeding acreage into account or have the

speculators properly discounted it in their estimates?

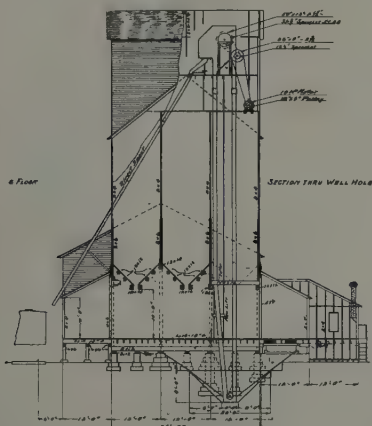
Grain dealers in Neb., Iowa, Minn. and the Dak's report very light receipts. Farmers are hauling their wheat to town in spring wagons or carrying it in sacks on horseback. They are selling ridiculously small amounts.

Did the Government consider in its estimates of the wheat reserves Mar. 1 the amount which had been produced but was afterward destroyed? Advices of the destruction of wheat by fire and water, rodents and insects, are published constantly.

Dealers are shipping wheat from Toledo, past Indianapolis to St. Louis. Some of the millers in Ohio are preparing to grind hard winter wheat, in the greatest soft wheat state in the U. S. Eastern mills are said to be closed because there is no wheat to grind. Pa. millers are picking up what wheat they can secure from the farmers who were blessed with a very large crop in '08. Some Michigan millers can't get enuf wheat to keep their mills going.

The tremendous increase in the consumption of wheat in the U. S. may or may not greatly affect stocks, but our consumptive powers have been increasing twice as fast as our production for the last ten years. Increased production, increased acreage of the Spring wheat, the destruction of the grain by preventable causes, together with heavy marketing last Fall seem to have reduced the grain in the hands of the farmers to a minimum. This has stimulated a gradual increase of 40c per bus. in price since the first sale was made in May wheat last June. If the farmer has the wheat then he has been guilty of starting a "corner." If he hasn't the wheat what about the Government estimate and where is the grain?

The Cereal Exchange at Buenos Aires has resumed operations.



Sectional Elevation of Elevator at Kalispell, Mont.



New 100,000-bu. Elevator at Kalispell, Mont.

## Reducing Fire Hazards of Elevator by Proper Construction.

BY C. A. MCCOTTER.

In the past little attention has been paid to building country elevators with reference to the fire hazard and insurance rates. The result has been an insurance cost unnecessarily high and a matter of complaint by the elevator owner. The blame of the insurance cost is always placed on the insurance company, while it has little to do with it. The property owner erects a building according to his own desire. Then the insurance company issues its policy of indemnity, but leaves the property in the care of the owner.

The owner has had the choice of construction and the care of the property and he is responsible for the fires which occur. The insurance company must collect enough to pay these losses. The more frequent or the greater liability there is of fire the greater must be the charge as a factor of safety to the insurance company. Fire insurance is not like a mortgage, which can be paid off and the interest stopped. The insurance tax continues to the end. Then why not construct and maintain your elevator so as to get the lowest tax possible?

An elevator should be designed with attention to economy of power, working convenience and minimum of labor. These cannot be overlooked just to save a small per cent in the original investment. Neither can an elevator owner afford to save a dollar in construction and during the life of the elevator pay out three dollars extra for insurance. Neither can grain dealers afford, for a supposed economy in original cost, to contract with barn builders instead of responsible ele-

vator builders. There are too many problems in connection with the safety, operation and protection to deal with other than experienced elevator builders and insurance men. It has been demonstrated that specialists are the most economical in the end.

After twenty-five years' experience in mill and elevator insurance on the mutual plan the writer has come to the conclusion that contractors are even more responsible than any one for the defective construction and fire waste in country elevators. They are the first on the ground. They take part in the designing and influence the owner in his selection. The insurance man is not consulted until building is completed. There is left to him only the decision as to the insurability and the rate. He can talk of what "might have been," but it is too late.

The grain business is on a more substantial basis than ever and elevator owners are prosperous enough to look to permanency in their investments. When presented, it is self-evident to them that safety and insurance cost are vital. Insurance is the third or fourth largest item in fixed expenses. Elevator owners must look with favor upon the plans which take the matter of insurance into consideration. Freedom from a fire loss is twin to freedom from a choke-up.

Grain dealers who contemplate building cannot afford to ignore the fire insurance schedule by which the mutual insurance companies arrive at the rate they must pay for insurance on their building and its contents. By referring to the sketches shown on this and facing page, readers will readily perceive why the rate on the steampower elevator shown in Fig. 1 is so much greater than on the steam elevator, shown in Fig. 4.

Outside of the basis rate and charges for the necessary machines the charges are for defects to which experience has traced many fires. It is the practice of the insurance companies to make each known cause of fires pay for its own losses. Grain dealers who are anxious to reduce their fire insurance cost as well as greatly reduce the danger of losing their property by fire can easily do so by avoiding the hazardous features in the risks illustrated herewith.

The value of security and the reduction of the fixed charges to be obtained by profiting from the experiences of insurance experts who have made a special study of grain elevators, are indeed worth striving for. The cost shown below the sketches are the basis rates but the cost in the mutual insurance companies is about one-half of the rates shown.

Grain dealers who feel able and willing to pay a rate of \$4.65 per \$100 for insurance when they can just as well have a rate of \$1.75, will of course have nothing to gain by studying the schedules shown herewith. It is well to bear in mind, however, that the mutual companies making a specialty of grain elevators and furnishing insurance at a lower cost than can be obtained elsewhere are exercising more and more care in the selection of their risks and many ultra-hazardous risks are refused at any rate.

Henry H. Poole, for 20 years identified with the Albert Dickinson Co., Chicago, Ill., died recently at Kewanee, of pneumonia.

His Wife—"Jim, do you think it is right for you to speculate in wheat?" He—"Why not, Alvira? I'm the bread winner of this family."

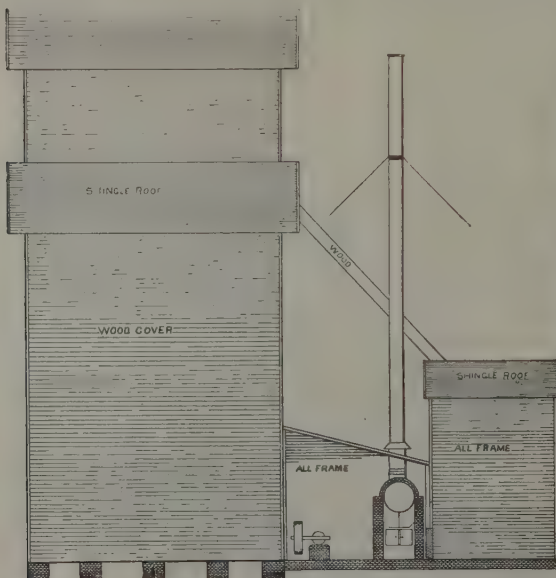


Fig. 1 Elevator built as shown would take the following charges:

Basis	\$1.75
Shingle roof on elevator or additions	.25
Wood cover on elevator or additions	.10
No wall foundations	.10
Frame power house attached to elevator	1.25
Iron stack not on brick base	.25
Boiler setting not 30 ins. clearance at side and rear	.25
Boiler setting not 4 ft. above boiler and 2 ft. charge	.20
Stack not 10 ins. clearance at roof	.25
Cob house not standard	.25
	\$4.65

Additional charges for necessary machines.

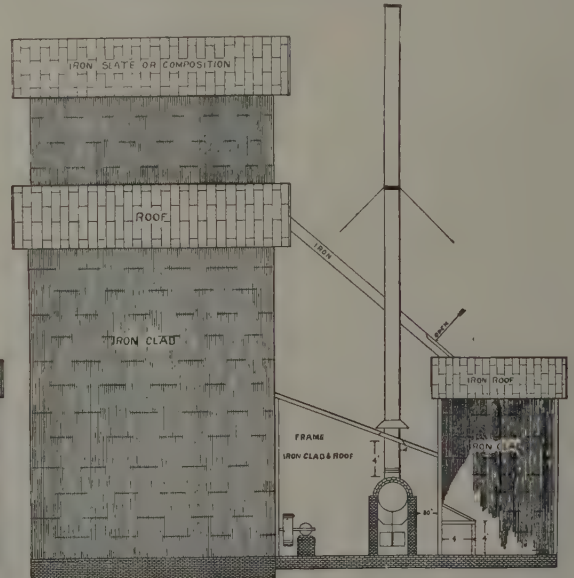


Fig. 2 Elevator built as shown would take the following charges:

Basis	\$1.75
Iron, slate or composition roof, elevator and additions	.00
Elevator and additions iron clad	.00
Elevator and additions solid wall foundations	.00
Frame power house attached to elevator	1.25
Iron stack not brick base	.25
30-inch clearance at sides and end of boiler	.25
4-foot clearance above boiler	.00
10-in. clearance around stack through roof	.00
Standard cob house	.00
	\$3.25

Additional charges for necessary machines.



## Grain Trade News.

[Continued from Page 619.]

For an old timer to say anything about the wheat market is a problem, because the situation is an entirely new one. The cash tendency is very strong, and tending higher, as was shown by the action of the market after the government report was known by the trade. The effect was bearish at first, but the cash condition was too strong, resulting in reaction, the repression soon being overcome.—B. G. Ellsworth.

In a letter to S. W. Tallmadge, from Aberdeen, S. D., where he owns a farm, F. D. Hinkley, former chief grain inspector of the C. of C., says that the wheat crop in that part of the country is late, but that the ground is in splendid condition for seeding, and that there is a full acreage of grain. "There is no doubt that the durum and velvet chaff wheats are more largely sown this year than ever before. Usually my bins are full at this time of the year, but now they are about one quarter full."

Living fully up to their reputation for taking advantages of favorable circumstances, several of the prominent dealers are using the let-up in receipts to slip away for a little time. E. H. Dadmun has gone to Montana, for a month's stay; P. P. Donahue is away to Minneapolis and Duluth; D. G. Owen is enjoying the benefits of Excelsior Springs, while Wallie Bell has left for parts unknown. The bear theory cannot be connected with Mr. Bell's absence, as the season is not open at this time. The remaining squad have become interested spectators of the wheat pit. In this connection it might be said that this branch of the trade has grown with rapid strides, and what at

first was a mere handful of daily traders by the ticker has developed into a struggling mass of waving humanity with each change of figures on the board.—Slits.

Through Geo. Schroeder, manager of its freight bureau, the C. of C. has filed a complaint with the State Railroad Commission against the Chicago, Burlington and Quincy and Chicago, Milwaukee & St. Paul railroad companies for alleged discrimination in joint through grain rates. The complaint cites that the Burlington road, in conjunction with the Milwaukee road, has in effect joint through rates on barley, rye, oats and corn, carloads, from stations on its line in Wisconsin, from Prescott to Fountain City, both inclusive, and from Potosi to Wyalusing, both inclusive, to Milwaukee at 12½¢ per 100 pounds. It further alleges that the road refuses to publish and put into effect joint through rates on wheat from any of its stations in Wisconsin. Another section complains as to refusal to put into effect joint through rates on barley, rye, oats and corn, Calvert to Chasme, both inclusive, to Milwaukee.

The American Feed Mfrs. Ass'n will hold its annual meeting in Chicago May 25. Prof. F. D. Fuller, chief of the cattle food and grain investigation laboratory, U. S. Dept. of Agri., will address the meeting.

It is reported that Alaska will compete for prizes at the National Corn Exposition, in Omaha next fall. The corn which is grown in the frigid North is said to be a very hard flinty kernel, which no farm animal could masticate. To fatten cattle on it would require a special set of double headed false teeth.

## Belt Suggestions.

Long belts, horizontal and inclined, give much more effective work than vertical or short ones, as the latter have to be kept under a continued strain.

It is generally known that it requires much more tension to prevent slipping on a fast running belt than it does on a slow one. The centrifugal force of a belt, acting against its tension, causes it to slacken its grip on the pulleys, and that force voluntarily increases in direct proportion to the speed.

The sound reason for using a single belt in preference to a double one is that the extra strength obtained is counterbalanced by its want of contact with the pulley and the extra power to bend it, owing to its want of pliability. It is preferable to run one belt on top of the other, as the outer belt has further to travel than the under one.

Great care must be exercised to prevent belts from slipping, as the pulley becomes hot in a short time, causing it to stretch and doing it no good, and often entirely ruining it.

Never make a belt under 7 inches wide so tight that it requires two men to put it on when in motion, or bearings, shaft, or belt will suffer.—Operative Miller.

C. S. Barrett, president of the Farmers Union, has issued a call to the clans in Wash., Ind., Mo., Kan., Ill., Ore., Cal., Texas and Ida. to unite in opposing the present "condition" of wheat prices, because he believes they are unnatural and "likely to result in ultimate injury to the growers." In the same call he asks that the price of wheat be placed on "an enduring high basis." Consistency, thy name is not Barrett.

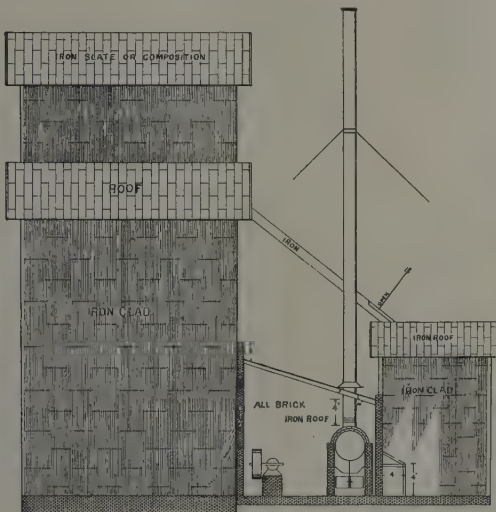


Fig. 3 The improvements over the elevator shown in the preceding sketch are due to the use of brick, stone or cement in constructing the power house attached. The boiler setting should have at least a 4-inch hollow wall next to cob or fuel room and division walls between power house and elevator and cob room should extend 2 feet above the power house roof.

This elevator takes the following charges:	
Basis	\$1.75
Iron, slate or composition roof, elevator and additions	.00
Iron clad elevator and additions	.00
Wall foundations	.00
Iron stack not on brick base	.25
Brick power house attached to elevator	.75
4-foot clearance above boiler to roof	.00
10-in. clearance from wood around stack	.00
Standard cob house	.00
	\$2.75

Additional charges for necessary machines.

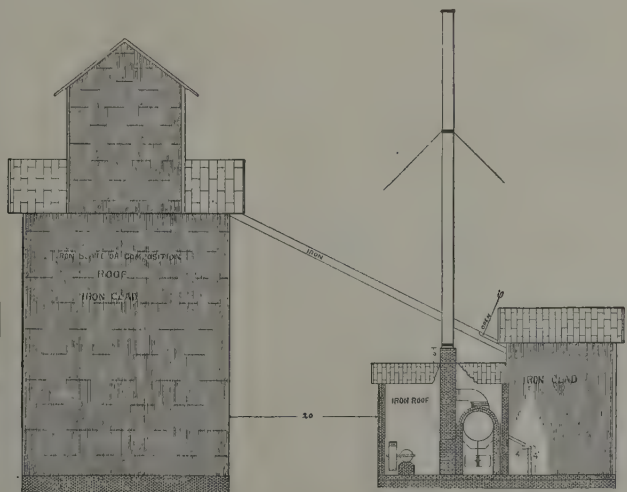


Fig. 4 Shows the best steam power elevator provided for in the mutual insurance schedule.

This elevator takes the following rate of charges:

Basis	\$1.75
Iron, slate or composition roof elevator and additions	.00
Iron clad	.00
Brick power house detached 20 feet	.00
Iron stack on brick base	.00
4-foot clearance above boiler	.00
Standard cob house	.00
	\$1.75

Additional charges for necessary machines.

# Grain Trade News

## CALIFORNIA.

San Francisco, Cal.—Barley has been advancing in price in this market and dealers are asking for offers of barley from states east as far as Iowa.

## CANADA.

Islay, Alta.—The Islay Eltr. Co. has been incorporated.

Oshawa, Ont.—Jas. O. Guy, a grain dealer of this place, died recently.

Ft. William, Ont.—W. A. Black of Winnipeg will have an eltr. built here.

Carstairs, Alta.—The Alberta Pacific Eltr. Co. is building a 100,000-bu. eltr.

Melville, Sask.—The Saskatchewan Western Eltr. Co., Ltd., will build an eltr. here this summer.

Vancouver, B. C.—The Vancouver Grain Exchange has been incorporated with \$10,000 capital stock.

Tiffin, Ont.—The Day Dust Collector System is to be installed in the new eltr. here of the Grand Trunk Pacific Ry.

Winnipeg, Man.—Paris & Heimbecker, Ltd., incorporated to deal in grain; capital stock, \$100,000; headquarters at Winnipeg.

Vancouver, B. C.—A. P. Campbell of Campbell & Wilson, grain merchants of Winnipeg, left there early in May to open an office here.

MacGregor, Man.—The MacGregor Grain Growers Eltr. Co., Ltd., incorporated; capital stock, \$5,000; headquarters in this village.

Vancouver, B. C.—L. P. Strong, pres. of the Alberta-Pacific Eltr. Co., has requested the Canadian Pacific Ry. to grant a site for an export eltr.

Dominion City, Man.—Workmen putting in new foundations under the Woods eltr. killed more than a 100 rats the first day. Manitoba is reported to be suffering from an invasion of the rodents.

Ottawa, Ont.—The government officials recently were visited by representatives of the Saskatchewan Grain Growers Ass'n urging that the terminal grain eltrs. be taken over by the government.

Montreal, Que.—The Dominion government has appointed A. G. McBean grain inspector at this port. H. Labelle, inspector at Montreal, and E. F. Craig, chief inspector for eastern Canada have resigned.

Winnipeg, Man.—The Ogilvie Flour Mills Co. has let the contract to the Barnett & Record Co. for the construction of 260,000 bus. of storage in concrete tanks, 15 in number, each 18 ft. in diameter and 84 ft. high.

Vancouver, B. C.—T. M. Stevens, of the Portland (Ore.) Rice Milling Co., has arranged with the Canadian Pacific to lease a site having 106 ft. frontage on its main line, on which to build a rice mill and warehouse. He is also interested in the export of Alberta grain thru Vancouver to Liverpool. His connections in the United Kingdom are large, and he has arranged to charter two steamers to carry cargoes from Vancouver as soon as the new crop begins to move next fall.

Vancouver, B. C.—Wm. Whyte, second vice-pres. of the Canadian Pacific Ry., has been studying the methods of handling grain at Portland, Ore., with a view to planning the new terminal grain export facilities to be provided at this place.

Winnipeg, Man.—F. H. Peavey & Co. of Minneapolis have planned the construction of 35 country eltrs. in the Canadian West during the coming summer, to be completed in time for the next crop. Twenty of these houses will be built along the Canadian Northern and 15 stations on the Grand Trunk Pacific in Saskatchewan.

## CHICAGO.

Am bullish on everything.—J. D. Stacy.  
Plenty of corn everywhere.—H. H. Newell.

Dexter G. Brown, at one time a broker on the Board of Trade, died May 7, aged 89 years.

E. W. Dennis, for many years with Pringle, Fitch & Co., has formed a connection with Harris, Winthrop & Co.

Wm. Hunneman, formerly engaged in the grain and malting business at Chicago, died recently in Pomona, Cal., aged 75 years.

The Hills-Benedict Linseed Oil Co., which has recently completed a large plant has given a trust deed to secure an issue of \$100,000 bonds.

An amendment to the rules of the Board of Trade is proposed to have an afternoon delivery of grain and provisions from 12:30 to 1 o'clock when the last business day of the month comes on Saturday.

I believe the price of wheat is liable to be a good deal higher than we have been accustomed to seeing. The old-time basis of prices has run its course. I believe within the next 5 years world conditions will warrant not far from \$2 per bu. for wheat, about \$1 for corn, and 80c for oats.—Frank E. Gulick

W. O. Pringle and H. L. Wing have organized the firm of Pringle & Wing, with offices in the Board of Trade bldg. The firm will conduct an option business in grain and provisions. Both men are well known to the Chicago trade, while Mr. Pringle has a large number of friends among the shippers in Illinois.

Deliveries on May contracts the first day of the month were 2,100,000 bus. of wheat, principally by six firms; and all lodged with Bartlett-Patten & Co. The wheat was hard winter, the cheapest of the contract grades, holders of No. 2 red soft and northern spring preferring to wait, the red especially being in good demand by millers.

Margin is asked by Bartlett, Patten & Co. on bids put out to Illinois dealers for No. 2 red winter wheat at 1 cent over July delivery, delivery to be made by July 20. The buyers wish to protect themselves in the event of a big advance and default by seller. The firm gives the seller the option of delivering No. 2 hard winter.

Center pier bridges in the Chicago River will have to go. At a hearing recently before Major Thos. H. Rees, government engineer, advocates of postponement of the removal of these obstructions made a poor defense. Geo. A. Marcy, pres. of the Armour Grain Co., made a vigorous plea for the early removal of the Lake street bridge. After receiving the report of Major Rees the war department will no doubt order the city to remove the center piers.

Membership in the Board of Trade has been applied for by Albert B. McCue, Linus S. Hoyt, Austin A. Howard, Ned C. Grable, Charles E. Kuh and John H. Holden. Application for transfer of membership has been made by Robert G. Tennant, Robert M. Dean, Stephen A. Purcell, Ernest A. Schmidt, Charles F. Chapman, James Doran and the estate of Edward Valk. The directors recently admitted to membership Francis T. Williams, John W. Snyder, Walter H. Latimer, and Felton D. Gill. Memberships in the Board are selling at \$2,450.

Effective June 4 the Chicago, Rock Island & Pacific Ry. has issued tariff 19687-C on grain and grain products from points in Iowa, Minnesota and South Dakota to the southeast, the most important change being that rates from points in Iowa south of the Rock Island main line east of Des Moines will not apply via Chicago. Rates to New Orleans and Mobile, domestic, have been added on the basis of 6 cents per 100 pounds over Memphis rates on coarse grain and products taking same rates, and 7 cents per 100 pounds over Memphis rates on wheat and products taking same rates. These rates to New Orleans and Mobile will apply also on shipments for export.—W. M. Hopkins, mgr. transportation dept., Board of Trade.

Illinois Central Eltr. B and annex was burned on the morning of April 29. A stroke of lightning is believed to have started the fire, which spread rapidly owing to the high wind. At 4:30, half an hour after the fire started, the entire wall of brick, veneering the south end, fell, killing one and maiming several other firemen. The brick walls on three other sides of the house fell, exposing the cribbing and crushing a line of coal gondola cars on track. The outer cribbing was consumed, while some on the inner cribs well filled with grain remained standing for a considerable height. The building is a total loss. It was owned by the Illinois Central Railroad Co. and operated as a cleaning house by the Central Eltr. Co., a subsidiary of Bartlett, Patten & Co. The contents were 395,000 bus. wheat, 78,000 bus. of corn, 245,000 bus. of oats, and 8,500 bus. of barley, fully insured. The insurance on the machinery and fixtures was \$38,500. The Brooks Eltr. Co., of Minneapolis, has bot the salvage grain in one lot for \$90,200 of Bartlett, Patten & Co., for the account of the insurance companies.

The directors of the Board of Trade have posted the following amendment to the rules to be voted upon May 10: "The delivery of samples of grain in the Exchange room by non-members thru any department of the Board of Trade in competition with members of the Board of Trade is prohibited." This amendment to the rules is a defense of the receivers' agents against the service offered by the state. By reason of having the inspection to do the state procures its own samples, incidentally, and can supply the samples to the commission merchants and grain dealers at a very



low cost. Before the office system of inspection was established the inspector would throw the sample back into the car, after ascertaining the grade. Now the samples are shipped from the grain inspection tracks to the central office and instead of throwing away the samples after inspection they are reserved for those commission merchants who wish them upon payment of a small fee. The vote by the Board of Trade upon the amendment to the rules will not affect the work of the state grain inspection department.

The Grain Comite of the Board of Trade requested that samples be delivered to the Board's members when the system of office inspection was instituted by Chief Inspector Cowen, and he acknowledged the request by issuing a circular letter stating that his Dept. would deliver samples as per the request of the Comite. Then Sec'y Stone wrote him stating that non-members of the Board of Trade would not be allowed to deliver samples on the floor of the Exchange and the subject was dropped. The passage of this recommendation merely means that the Board of Trade is putting into law, a rule which has been enforced for some time. It means that members of the Board of Trade believe in protecting fellow members. Several years ago receivers samplers were forced to join the Board of Trade. A majority of the Chicago Receivers and Commission Merchants seem to prefer private samples, rather than those furnished by the State Inspection Dept. The following members of the Board of Trade are securing samples of grain from the State Inspection Dept: W. P. Anderson & Co., Bartlett, Patten & Co., C. L. Dougherty, Quaker Oats Co., Pope & Eckhardt Co., Rogers Grain Co., Rumsey & Co., E. P. Bacon & Co., Sidwell & Co., American Cereal Co., T. E. Wells & Co., J. H. Dole & Co., Nye & Jenks Gr. Co., H. M. Paynter, and the Cleveland Grain Co. The Inspection Department charges 15c for samples but does not deliver them. The receivers samplers charge 20c per sample delivered on the Exchange floor.

## COLORADO.

La Junta, Colo.—The Great Western Milling Co. of Denver has had a representative here offering to build a large alfalfa mill at this point if the business men will secure sufficient acreage. The Industrial Ass'n will take the matter up. Nearly enough has been promised.

## IDAHO.

Vollmer, Ida.—The Farmers Union is considering building a grain house at this point.

Arrow Sta., Spalding p. o., Ida.—The Interior Warehouse Co., Kerr-Gifford and the Vollmer-Clearwater Co., are considering building grain warehouses here.

Lewiston, Ida.—Several new grain houses will be built in the Lewiston country this summer. The warehouse companies will build some and the Farmers Union is planning to enter this field with at least 3, and may double that number.

Weiser, Ida.—H. J. Russell, owner of the roller mill, intends to build a 20,000-bu. eltr. this summer in time for storage of the present season's grain. He has ordered a 50-h.p. motor to be installed immediately to operate his plant by electricity.

## ILLINOIS.

Pisgah, Ill.—W. C. Calhoun has let contract for a new eltr.

Manito, Ill.—The farmers Eltr. at this place is being overhauled.

Yeomans Sta., Belleville p. o., Ill.—Stotler Bros. have succeeded Abel Brooks & Co.

Towanda, Ill.—The Towanda Grain Co. will build a new office and install new scales.

Mayview, Ill.—C. E. Babb & Co. recently entered the grain and coal business at this point.

Kerrick, Ill.—The Kerrick Grain Co. is installing an automatic scale and raising cupola of eltr.

Neelyville, Ill.—The Neelyville Farmers Eltr. Co. will build a new eltr.—Farmers Eltr. Co., Chapin, Ill.

Tolono, Ill.—A. H. Edwards has let the contract for a 20,000-bu. addition to his eltr., work to begin soon.

Durand, Ill.—Graham Bros. are having their eltr. repaired by the Burrell Engineering & Construction Co.

Springfield, Ill.—Wilson's bill against trading in futures has been recommended to pass by the house committee.

Leonore, Ill.—I have purchased the eltr. that P. Eschback owned and am now doing business.—E. W. Beutke.

Moulton, no sta., Ill.—F. P. Moore & Co., of Shelbyville, Ill., are enlarging their eltr. at Moulton and will install a feed mill.

Mt. Morris, Ill.—Wingert & Clevidence have bot the eltr. of the Neola Eltr. Co. One of their eltrs. was damaged April 6 by lightning.

Longview, Ill.—J. W. Irwin is considering putting up a small eltr. to handle shelled corn.—P. T. Madigan, agt. National Eltr. Co.

Haldane, Ill.—B. P. Hill & Co. of Freeport, Ill., have purchased the eltrs. at this place and Woosung of Bartlett, Patten & Co., of Chicago.

Clarence, Ill.—The firm of M. M. Frederick & Co. was re-organized Jan. 1, as the Frederick Grain Co., with myself as mgr.—S. Frederick.

Concord, Ill.—Farmers are figuring on incorporating a stock company.—G. H. Kloker, mgr. Arenzville Hagener Farmers Grain Co., Arenzville, Ill.

Allenville, Ill.—A locomotive spark on May 2 ignited and burned the eltr. here owned by Morris & Stone of Mattoon. They will rebuild at once.

Literberry, Ill.—The Farmers Eltr. Co., incorporated; capital stock, \$6,000; incorporators, Geo. A. Dunlap, John W. Martin and D. E. Kennedy.

Litchfield, Ill.—The Litchfield Mill & Eltr. Co. incorporated; \$20,000 capital stock. Incorporators, C. B. Munday, J. G. Munday and G. A. Wand.

Manteno, Ill.—We are repairing our eltr. and are considering the advisability of putting in an automatic scale to weigh the grain into car.—Leon Euziere.

Bloomington, Ill.—An attachment has been served against G. W. Denton & Co., brokers, by I. H. Bull. Mr. Denton has disappeared and the office has been closed.

Palmer, Ill.—The war between the farmers eltr. promoters and Twist Bros. continues. One night recently some one with a saw cut away the approach to Twist Bros.' eltr. It was alleged that part of the approach was on land owned by the Farmers Grain Co.

Millington, Ill.—The Millington Grain & Supply Co. is having its eltr. remodeled, and a manlift and rope drive installed by the Burrell Engineering & Construction Co.

Moweaqua, Ill.—We are building an eltr., 32 x 36, and 65 ft. high, of 35,000 bus. capacity; low drive, two dumps; and have let the contract to Geo. Morris.—Thompson & Housh.

Chatsworth, Ill.—J. C. Corbett, the hustling grain dealer at this station, has been spending a few days at West Baden renovating his system before the big grain movement begins this summer.

Buffalo, Ill.—Mr. Conover of Virginia is building an eltr. to be equipped with automatic scale and cleaning machinery. It will have a capacity of 30,000 bus. Machinery furnished by Union Iron Wks.

Springfield, Ill.—House bill 477, to prohibit the buying of grain and produce at different prices at different stations, freight to market considered, has been advanced from second reading to passage.

Watseka, Ill.—S. M. Rose and John Jakle of Cissna Park, Ill., have bot the eltr. here of John L. Smiley, for \$8,500 cash. Mr. Jakle has charge of the business here, but retains his residence in Cissna Park.

Culton sta., Mendota p. o., Ill.—The eltr. of Bartlett, Patten & Co. on the Illinois Central was damaged and moved partly off its foundations by the wind-storm of Apr. 30.—John S. Keller, agt. Neola Eltr. Co.

Indianola, Ill.—Fred Current, local mgr. of the eltr. of Current Bros., has been critically ill with pneumonia. His father, Wm. Current, is here from Homer, looking after the business during his son's illness.

Mira Sta., Urbana p. o., Ill.—Having purchased the interest of the late J. L. Silver in the Silver Grain Co. at this station, I will continue the grain business in my own name.—Alfred E. Silver, R. R. 11, Urbana, Ill.

San Jose, Ill.—E. M. Wayne of Delavan, pres. of the Illinois Grain Dealers Ass'n, and Frank Jacobs of San Jose, have been appointed trustees for the creditors to make settlement in the failure of the firm of J. & F. J. Rapp.

Arenzville, Ill.—We are putting in two automatic scales, one here and one at Hagener (Arenzville p. o.). This company owns two eltrs. at this station and one at Hagener, with no opposition at either place.—G. H. Kloker, mgr. Arenzville Hagener Farmers Grain Co.

Granite City, Ill.—The Schultz & Neimeier Commission Co., of St. Louis, Mo., is having its eltr. here enlarged by the erection of a 30,000-bu. addition and new cupola by the Burrell Engineering & Construction Co. New machinery will be put in.

Bishop Hill, Ill.—The Jackson Grain Co. of Cedar Rapids, Ia., has succeeded the Van Tassel Grain Co. at this station, and has retained Julius Forse in charge of the office. The Van Tassel Grain Co., that had headquarters at Peoria, has gone out of business.

Murrayville, Ill.—Beggs & Lewis have bot the eltr. and the grain business of Chas. Smith with the scales and the lots at the eltr. J. E. Osborne and Harry Cade, who have taken an interest in the grain business with Beggs & Lewis, have bot the stock of feed Mr. Smith had in the eltr.

Arnold, Ill.—The Arnold Farmers Eltr. Co. incorporated to buy, sell, and store grain, and deal in coal and agricultural implements. The directors elected for 3 years are: J. C. O'Neal, W. H. Luken and R. S. Wood. It is the company's intention to get equipped for business as soon as possible.

Sicily Sta., Pawnee p. o., Ill.—The Sicily Farmers Grain Co., which intended to build a new eltr., has purchased that of J. L. Brainerd for \$8,000. Mr. Brainerd lives in Springfield and, rather than compete with the farmers here, he sold to them, as he was paid a good price for his property.

Stockton, Ill.—J. Hewitt Rosenstiel, who has been with the H. A. Hillmer Co. in the grain business at Freeport, Ill., for the past three years, has bot from C. A. Hammond the eltr. here of the Hammond Grain Co., and will handle feed, flour, lime and cement in addition to his grain trade.

Virden, Ill.—The Virden Grain Co. finds it is on the railroad company's ground, and will have to move its building 21 ft., a big task, since the eltr. is 150 ft. high and about 100 ft. square. J. N. Hairgrove is similarly afflicted. His eltr. buildings are on the Chicago & Alton right of way and will have to be moved about 15 ft.

Springfield, Ill.—The reciprocal demurrage bill, House No. 532, introduced by Guy L. Bush, merits the support of every country shipper desiring the establishment of equitable reciprocal demurrage rules. The bill has been referred to the committee on railroads. It will empower the state railroad and warehouse commission to prescribe demurrage and car service rules.

Cerro Gordo, Ill.—A bursting fly-wheel damaged the B eltr. of the Cerro Gordo Grain & Coal Co. on the afternoon of April 26. A piece of steel flew thru the slate roof almost wrecking it. Another piece of steel 5 ft. long and a foot wide burst the water tank, while another piece weighing 500 lbs. was hurled 35 rods and cut off an apple tree 6 inches in diameter. Loss, \$2,000. No one was hurt. Alex. J. Houser, who looks after the eltr., was standing in the dump a few feet away at the time the wheel burst.

Decatur, Ill.—Prof. L. Reic Shocci, otherwise known as Schocke, Scoehiki, Scoehki, Skoechi, etc., but in reality Luther R. Shockey, son of a local elevator builder, has been fired as head of the music department of Shorter college at Rome, Ga. This action by the college authorities follows and is a result of Shockey's effort to prove there is something in a name. The professor is mighty handy on the piano, but he figured that as plain Shockey of Illinois he wouldn't startle the natives, even if he could tear off the classical to the tune of Paderewski. So he made a few lightning passes over his original cognomen, parted it in the middle, and descended upon Georgia with his baton flying.

Argenta, Ill.—The Clark Grain & Eltr. Co. incorporated; capital, \$18,000; incorporators: H. C. Clark of Oklahoma City, pres.; H. J. Casley, sec'y; and Henry H. Morey. The company has bot the eltrs. of McCarty & Gerber at this station. Mr. Clark is well-known to the grain trade of this section, having been in business some years at Colfax and Lebanon, Ind. He was one of the promoters of the

Capital Grain & Eltr. Co., Oklahoma City, and was associated with that company two years, when he engaged in the commission business for himself, with offices in Oklahoma City. His Oklahoma office will be closed and he will devote all his time to the country eltr. business in Illinois and Indiana.

New members who have recently joined the Illinois Grain Dealers Ass'n are: J. P. Sledge, Champaign, Ill.; Woods Grain Co., Springfield, Ill.; Wright & Catlin, Fairmount, Ill.; Daniel P. Byrne & Co., Cochrane Grain Co., Conner Bros. & Co., Goffe & Carkner Co., Harsh Bros. & Co., Langenberg Bros. & Co., Parrott-Day Co., Security Warehouse & Eltr. Co., Seale Bros. Grain Co., St. Louis, Mo.; W. H. Crozier Grain Co., Harsh Bros. & Co., Hogan Grain Co., Kendrick-Roan Grain & Eltr. Co., Williams & Worsham, McLeMore Grain Co., Miller & Co., Caswell E. Rose, G. P. Rose & Co., Rouzer, Sullivan & Co., J. H. Wilkes & Co., Nashville; Webb & Maury, Williams & Fitz-Hugh Co., Pease & Dwyer Co., Memphis, Tenn.; Security Warehouse & Eltr. Co., Knoxville, Tenn.; Owensboro Grain Co., Owensboro, Ky.

Pontiac, Ill.—The following bills have been introduced in the senate and referred to the committee on railroads. They are in the interest of grain shippers, and will greatly assist in the conduct of their business. The officers of the ass'n earnestly request members to communicate with the members of the house of representatives and the senate and urge their support for these bills. Senate Bill No. 161 will give the Railroad and Warehouse Commission power to compel railroads, which cross or intersect each other's tracks, to put in switching connections, so that there may be an interchange of freight cars. Senate Bill No. 170 will give the Railroad & Warehouse Commission power to prevent discrimination in rates; and includes express companies under their control. Senate Bill No. 172 will give the Railroad & Warehouse Commission power to make and enforce joint thru rates, where freight is carried within the state by two or more railroad companies.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

Havana, Ill.—H. W. McFadden, senior partner in the firm of McFadden & Co., has withdrawn from the company. He began the grain and lumber business in Chillicothe in 1857 and with Mr. Hosmer built the warehouse on the river at this point in 1865. Soon after, that partnership was dissolved and Mr. McFadden moved his family here, where he has been in the grain business continuously with various partners under the names of McFadden & Simmons, H. W. McFadden & Co., H. W. McFadden, McFadden, Low & Co., again McFadden & Simmons, and lastly McFadden & Co. started by H. W. and B. H. McFadden in 1878 and later including G. C. McFadden. In 1869-70 Mr. McFadden helped to establish the first real eltr. in Peoria, a transfer house of 30,000 bus. capacity. During the seventies and eighties the firm bot or built a number of eltrs. in Mason, Cass and Menard counties that they still operate. For the past 25 years the sons have handled the grain business and the senior devoted his time to outside investments. Few men with 20 years less to their credit are as active in business pursuits as Mr. McFadden, who has certainly earned a release from pressing burdens; but he will probably continue to oversee his varied interests and plan for their expansion.

Wenona, Ill.—H. M. Taggart and H. A. Stotler have formed a partnership to buy grain at this point. Mr. Taggart has a wide acquaintance in this part of the state in business and in the grain trade. He was brought up in the grain business, having worked as a boy in his father's eltr. at Long Point. Before he was 20 years of age he started in business for himself at Rutland, where he remained 5 years and worked up a good trade. About 15 years ago he formed a partnership with his father under the firm name of J. H. Taggart & Son, and bot the grain business in Wenona of Howe & Tisdale. Four years ago he succeeded to the entire business. About 3 years ago he was appointed receiver of the First National Bank of Toluca. The exceedingly exacting duties of this office, added to his other work, have made such a draft on his strength and energy that for some time he has been planning to take a lengthy and much-needed vacation, which his new partnership will help him to do, as Mr. Stotler has the grain business well in hand, having owned and operated the eltr. at Evans for the past 4 years.

Peoria, Ill.—A joint meeting was held April 30 at Peoria, of a committee from the Peoria Board of Trade and the Illinois Grain Dealers Ass'n, to make arrangements for the sixteenth annual convention of the ass'n, at the National Hotel, in the City of Peoria, June 15 and 16. The committee from the Peoria Board of Trade were: A. G. Tyng, chairman; Erastus Roberts, and J. H. Ridge, and from the ass'n, Pres. E. M. Wayne, Delavan, and Sec'y S. W. Strong, Pontiac. A general program was adopted which will be published and distributed at an early date, which will be very interesting to the country shipper, particularly the address of Wm. R. Bach, attorney and manager of the claims department of the ass'n, whose subject will be the "Right of Grain Shippers to Recover for Loss of Weight in Transit, Loss on Grain on Account of Decline in Market Value Where Delivery Has Been Delayed, and Loss on Grain on Account of Deterioration of Grade Where Delivery Has Been Unreasonably Delayed." Every grain shipper in the State of Illinois should hear this address, as he will then know exactly how to proceed where losses occur during shipments of grain. The steamer "David Swain," chartered to carry eight hundred people, has been contracted to take the entire company of grain dealers and their ladies a hundred mile ride on the Illinois River Wednesday afternoon. There will also be special entertainment provided for ladies. Tuesday evening there will be a general free-for-all discussion in a "Smoker" to be given in the assembly room of the hotel, where everybody will be privileged to talk about anything that appertains to the grain trade. In this session there will be music and song under the direction of C. S. Burdick, sec'y of the Commercial Club of Peoria. Those desiring to attend the convention should make early reservation of rooms for the occasion. This will probably be the most largely attended convention in the history of the ass'n.

## INDIANA.

Earl Park, Ind.—Caldwell, Barr & Co. will remodel their transfer eltr. to increase their facilities.

Crete, Ind.—C. L. Aukerman and L. R. Wolford operate under the firm name of Aukerman & Wolford.



Avilla, Ind.—Lightning did some damage April 29 to the eltr. here owned by Straus-Ackerman Co., of Albion, Ind.

Wellsboro, Ind.—A dust house with packers and a dust collecting system will be erected in Sam Finney's transfer eltr. by Fred Friedline & Co.

Chase, Ind.—Wm. J. Lawson and G. F. Johnson have bot and taken possession of the eltr. formerly owned by Bauman & Co.—Lawson & Johnson.

Terre Haute, Ind.—As the firm has been out of business for some time, its incorporators have asked for the dissolution of the Standard Hay Co.

Pennville, Ind.—Henry C. Arnold, pres. of the Studebaker Bank, Bluffton, and Wm. Engleler, owner of the Pennville eltr., have bot the Petroleum Grain & Lbr. Co.'s plant.

Franklin, Ind.—Valentine Bros. are having the interior of their mill building remodeled into an eltr. of 20,000 bus. capacity by the Burrell Engineering & Construction Co.

Stone Bluff, Ind.—We are building a warehouse for the storage of cement, flour and lime, which we intend to add to our line. We are also re-roofing our eltr.—Jones Bros.

Gibson, Ind.—The Mich. Cent. R. R. is credited with contemplating the erection of a 200,000 bu. working eltr. and 400,000 bu. reinforced concrete storage here, to be operated by a Chicago firm.

St. Paul, Ind.—The recently incorporated St. Paul Stock & Grain Co. has leased ground from the Big Four, on which to build a grain eltr. The railroad is preparing to place a siding for the eltr.

Crawfordsville, Ind.—Frank C. Williams, who recently bot the eltr. of Price & Bruce, is building an addition. Later he will put up coal sheds. He will buy grain of all kinds and handle feed and coal.

Raub, Ind.—The Cleveland Grain Co. will build an up-to-date office soon to replace the old-time one damaged by a freight car that was backed off the track into the office last winter.—Kirkpatrick Bros.

Ambia, Ind.—On the evening of Apr. 29 the annex to our eltr. was leveled to the ground by a tornado. We are having the building wrecked and will rebuild at once. Except the roof of the cupola the main building was not damaged.—Harlan Bros.

McGary Sta., Ft. Branch p. o., Ind.—A. Waller & Co., grain dealers at Henderson, Ky., have erected a large building 500 ft. long on the Mt. Vernon branch of the Evansville & Terre Haute R. R., to handle grain in this section. An eltr. is also under construction here.

Earl Park, Ind.—Caldwell & Barr have let the contract to Fred Friedline to install 2 new legs and erect 3 stack purifiers and put in facilities for receiving from cars at their "York" eltr. on the C. & I. S. Ry. These stacks will be built of reinforced concrete at a cost of 25% over wood.

Scottsburg, Ind.—W. A. Smith & Son, operating a feed store and grain eltr. at Scottsburg, have sold out to the Scottsburg Grain Exchange, M. B. Hopkins, mgr. The plant is being overhauled and put in best of condition and an addition of 12,000 or 15,000-bus. bin storage capacity is anticipated.—Blish Milling Co., Seymour.

Hammond, Ind.—Good work in catching and prosecuting grain thieves is being done by Chief Higgins of the Indiana Harbor and East Chicago police force; and the *Lake County Times* thru its publications is also helping to keep down grain thieving. Mayor De Briac of East Chicago, is an energetic official who aims to enforce the laws. Recently he fined Joe Karnilowicz \$12.50 and costs for buying stolen grain from the boys. When the seven boys recently were arrested for stealing grain the truant officer for the district that includes Hammond, Whiting, East Chicago, Indiana Harbor, Robertsdale, Robey, Buffington, and Gary, stayed around the court all day and then disappeared. While he probably went to some other point to attend to his official duties, the boys were running loose, the court having held them to the Juvenile court. Two of the boys left for Chicago and were arrested by officers there who sent them back to Indiana Harbor in care of a train conductor of the L. S. & M. S. The truant officer is a well meaning old man, about 75 years old; but Chief Higgins has made valuable recommendations about juvenile cases which should be followed.

## INDIANAPOLIS LETTER.

The court has dismissed the suit by Marion W. Savage, manufacturer of a medicinal stock food, to prevent the state chemist from enforcing the Indiana feedingstuffs law as to labeling, which would disclose his secret formula.

Frederick P. Rush, one of the oldest grain dealers of this city, died April 29. He had been confined to his bed since January and for years had been in ill health. He was born in Germany, and came to this city in 1853, engaging in the grain business in 1857. He built a grain eltr. in 1862 and subsequently built another, which was burned in 1893. Mr. Rush was the first pres. of the Indianapolis Board of Trade and was active in its affairs until he sold his business in 1901 to Frank Murphy & Co. W. H. Cooper, Tom Oddy and Bert Boyd are among the well known dealers now in the trade who have in the past been associated with Mr. Rush. His wife survives him. The Board of Trade adopted resolutions expressing the regret of the members at their loss in his death, expressing admiration of his upright character and extending the sympathy of the Board of Trade to his family.

Edward W. Bassett of the Bassett Grain Co. has been indicted by the grand jury on the charge of theft of a car load of grain Dec. 17, 1908, valued at \$800 and belonging to H. E. Kinney. The car of wheat was shipped to Indianapolis by John Willen & Son of Terre Haute, but was refused by Mr. Bassett because the draft against B/L was too large. Mr. Bassett states that he then had a 'phone conversation with Mr. Willen in which the latter said he had reduced the amount of the draft and sent it along to Mr. Bassett. The document failing to arrive, Mr. Bassett obtained possession of the car on an understanding with the railroad agent that he would indemnify the railroad company against loss by reason of its delivering the grain without surrender of B/L. It turned out that the B/L was not lost as Mr. Bassett supposed, but had been sent to H. E. Kinney, with draft for \$820 which Mr. Kinney paid and looked to the railroad for the wheat; and Mr. Kinney now has a suit against the road in the Vigo Circuit court to recover the value of the car load. Mr. Bassett had given

Mr. Willen credit on his books for the amount realized by the sale to the Durst Milling Co. Willen & Son failed after the transaction. It seems that Mr. Kinney will surely recover from the railroad company, and that the latter will recover from Mr. Bassett. Apparently Mr. Bassett is the victim of a misunderstanding with Mr. Willen. The charge of fraud can hardly be sustained, however, if Willen did in fact as Mr. Bassett believed, authorize him to sell the grain. Willen's statements over the 'phone no doubt warranted Mr. Bassett's representations to the railroad company.

## IOWA.

Oran Sta., Minkler p. o., Ia.—The Agnew Grain Co. will build an eltr.

Nemaha, Ia.—E. W. Timme has opened and will operate the old Slutz eltr.

Glidden, Ia.—A. Moorhouse's eltr. burned May 6 with 40,000 bus. oats and corn.

Luther, Ia.—C. L. Goodrich is sec'y of the newly incorporated Farmers Co-op. Eltr. Co.

River Sioux, Ia.—The Updike Grain Co. has put in a Sonander Automatic Scale.—H. E. Scott, agt.

Monroe, Ia.—G. G. Vanderzyl has let the contract for the rebuilding of his eltr. to Chas. E. Newell.

Luverne, Ia.—Kunz Bros. of Wesley of the Kunz Grain Co., have bot the grain business of the Pfund Lumber Co.

Eldridge, Ia.—The Farmers Eltr. Co. will install new scales in the eltr. it recently bot of us.—Jackson Grain Co.

Wauke, Ia.—Work is progressing on the 25,000-bu. eltr. being built for the Farmers Eltr. Co. by Chas. E. Newell.

Lanesboro, Ia.—The farmers are going to build an eltr. this summer.—N. H. Wilson, agt. Iowa Eltr. Co., Lidderdale.

Farragut, Ia.—We have lately installed an Avery Automatic Scale in our house here.—W. S. Pool, Supt. Neb.-Ia. Grain Co.

Oskaaloosa, Ia.—The Blackford Co. has let the contract for the construction of a sheller and grain eltr. plant to Chas. E. Newell.

Thor, Ia.—The Farmers Eltr. Co. has bot the grain in the eltr. of the W. A. Bryant & Sons Co., which has been closed for the season.

Marshalltown, Ia.—W. H. Sloppy has let the contract to Chas. E. Newell for an up-to-date grain eltr. and sheller plant of 25,000 bus. capacity.

Ogden, Ia.—Wm. Bakley has let the contract to the Younglove Construction Co. for an eltr. of 20,000 bus. capacity with up-to-date equipment.

Mondamin, Ia.—This company will build over its eltr. and install an automatic Sonander Hopper Scale.—C. A. Wills, agt. Updike Grain Co.

Blenco, Ia.—The Updike Grain Co. is improving its eltr. and putting in a Sonander Automatic Scale at Mondamin, Ia.—H. E. Scott, River Sioux, Ia.

Des Moines, Ia.—We will hold grain dealers' outings at both Clear Lake and Lake Okoboji the latter part of June and the first part of July. In addition there will probably be meetings at Omaha, Des Moines and Cedar Rapids. The annual meeting will probably be held at Des Moines the second Tuesday of July.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n

Peterson, Ia.—We have been overhauling our plant some, have repainted and installed a new gasoline engine.—Wm. Underwood, mgr. Farmers Eltr. Co.

Ollie, Ia.—The eltrs. at this place and Nugent will be repaired this summer and put in shape by the Jackson Grain Co., of Cedar Rapids, Ia.—W. H. McCarty, agt. for E. D. Hamlin.

### KANSAS.

Liberal, Kan.—The Bolin-Hall Co. will build an eltr.

Lyons, Kan.—We are building steel storage tanks.—Lyons Milling Co.

Harper, Kan.—The Harper Mill & Eltr. Co. is considering building a new eltr.

Glen Elder, Kan.—Nash & Kaul, millers and grain dealers, are building an eltr.

Belpre, Kan.—Sturgeon & Co. have purchased a Hall Signaling Grain Distributor.

Erie, Kan.—The Erie Grain & Lumber Co. has bot the eltr. of Benedict & Co.

Salina, Kan.—The Shellabarger Mill & Eltr. Co., will erect a 125,000-bu. concrete storage eltr.

Otego, Kan.—It is reported that Fred Mosher has bot the eltrs. of the Home Grain Co. here and at Rexford.

Wathena, Kan.—A farmers' company is being organized to build a grain eltr. C. C. Renick is the prime mover of the enterprise.

Little River, Kan.—I will overhaul my house here next month, putting exhaust fans in cupola and screw conveyors for cleaning machines.—Geo. M. Hoffman.

Ransom, Kan.—The Western Star Mill Co., of Salina, is getting ready to build a 25,000-bu. house at Ransom on the Mo. Pac. R. R.—C. E. Robinson of Lincoln.

Burrton, Kan.—Two eltrs. of the Burrton Grain Co., in which C. A. Dundon is interested, burned on the night of April 22, with corn and wheat. Loss, \$5,000.

Oakley, Kan.—The Ellsworth Grain & Eltr. Co. has let the contract for the plans and construction of a \$75,000-bu. eltr. to the P. H. Pelkey Construction Co.; cost \$35,000.

Sylvia, Kan.—In connection with the partial rebuilding of its mill to increase its capacity, the Sylvia Milling Co. will build a 30,000-bu. eltr. as an addition to its present storage facilities.

Otis, Kan.—We expect to build an eltr. of about 30,000 bus. capacity at Otis. We recently enlarged our milling capacity by building an entire new mill and power plant at this place, and are running full time.—Lindsborg Milling & Eltr. Co.

Clafin, Kan.—The directors of the Clafin Grain, Fuel & Stock Co. have decided to replace their eltr. with a new 20,000-bu. house to double their present capacity. The old eltr. will be taken down and the new iron-clad structure erected on the same site.

Kansas City, Kan.—A. D. Crotts, chief clerk; J. R. Mentzer, supervisor of weights, and C. S. McGonigal, collector, have been removed from the state grain inspection department by Governor Stubbs, preparatory to a reorganization of the force before July 1. William Montgomery, who has been secretary to J. N. Dolley, speaker of the house of representatives, has been appointed supervisor of weights.

Minneapolis, Kan.—Mgr. J. R. Chapin's report of last year's business so encouraged the directors of the Farmers Eltr. & Alfalfa Mill Co. that they decided to rebuild at once their plant recently burned, and increased their capital stock from \$16,000 to \$25,000.

Topeka, Kan.—The new grain grading commission appointed by Governor Stubbs is composed of Thomas W. Page, of Topeka, Geo. W. Glick of Atchison, and J. G. Maxwell of McPherson. J. T. White of Ada recently resigned membership on the board to take up the duties of chief grain inspector.

Woodston, Kan.—The Farmers Eltr. Co. is enlarging and improving its house by building an addition of 16 ft. on the side of the house, increasing the capacity 8,000 bus. We are installing cleaner and automatic weigher, which will be a great help in taking care of the prospective bumper crop.—H. B. Nye, mgr.

Manhattan, Kan.—The Purity Alfalfa Milling Co. has been organized with a capital stock of \$50,000 to build a 30-ton mill and equip it with the necessary machinery, in time to handle the first crop. Directors: A. W. Long, O. C. Barrier, and E. P. Immenschub of Manhattan; A. M. Floersch of St. George, and Theodore Weischelbaum of Ogden.

Frizzell, Kan.—The Pawnee County Grain & Supply Co. is planning a reorganization to build an eltr. at this point. Its capital stock is \$10,000, which it proposes to increase to \$40,000 by giving three shares of stock in the new company for each one share in the old, so the present stockholders will own \$30,000 worth of the new issue. Of the remaining \$10,000 worth, \$7,500 will be sold to farmers around Frizzell and the other \$2,500 to old members who do not now hold their full quota of stock.

Topeka, Kan.—There has been a good deal of useless timber in the Kansas State Grain Inspection Department. It has cost the state \$26,000 more to run this department than it received, and I do not think this ought to be. When we get everything checked up a new system of bookkeeping will be installed and the chief inspector will see that no dead timber is employed; that only enough men are hired to do the work properly and every man will be one that will give the state one dollar's worth of work for every dollar that is paid to him. That department will be run on a strictly business basis hereafter.—Governor Stubbs.

Topeka, Kan.—I have been watching things pretty closely, and I have satisfied myself that the grain men have too much influence with the inspectors. An inspector will inspect a car load of wheat then argue with the grain man about it if it doesn't suit the latter. That is no way to do business. My inspectors must inspect grain, fix its grade and shut up. There is no use arguing with a grain man. The inspector must simply do his work and let it go at that. I don't want inspectors who haven't enough backbone to stand behind their inspections. I know of one or two cases where an inspector fixed the grades on wheat and the grain man convinced him that the grade was wrong and the inspector changed it. This is no way to do business. I want inspectors who know what when they see it, who will know how to grade it and who will have backbone enough to stick to their first judgment when some grain man jumps them.—John T. White, new chief grain inspector.

### WICHITA LETTER.

Jas. W. Craig has become sole owner of the Independent Grain Co., by purchasing Geo. W. Noll's interests. Mr. Noll took the position of mgr., for the Midland Mill & Eltr. Co., at Muskogee, which requires all his time and attention. The Independent Grain Co., was organized 4 years ago by Mr. Noll and W. F. McCullough. In January, 1908, Mr. Craig bot Mr. McCullough's interests. Included in the business is a 20,000-bu. eltr. at Seward.

The partnership between Edwin M. Flickinger and Wm. F. McCullough, grain, seed and feed brokers, doing business as the Tri-State Grain Co., was dissolved April 27. Mr. Flickinger will continue the business organized two years ago. Mr. McCullough will probably engage in a general grain, feed and seed brokerage business, tho his plans have not been stated definitely. He is president of the Wichita Board of Trade, of which Mr. Flickinger is also a member.

J. R. Williamson, formerly of Harper, Kan., who recently purchased a membership in the Wichita Board of Trade, will soon begin the erection of a 100,000-bu. eltr. to cost about \$40,000, and be completed in time for the new crop. It will be located in the North End between the Missouri Pacific and Rock Island tracks, near their crossing, where excellent switching facilities are available. Such an eltr. has long been needed to care for Wichita's rapidly increasing grain business.

The Kaufman-Boyle Grain Co., that has been figuring on building a large terminal eltr., lodges a strong complaint against railroad track conditions in Wichita. For several weeks it has been trying to get assurance of sufficient track room to accommodate an eltr. that could care for at least 40 cars of wheat daily, but has found it impossible to get room on the association tracks of Wichita or any encouragement from the roads associated that the track facilities of the city would be enlarged. After a thoro investigation the company has abandoned its project, because of failure to obtain a promise of the necessary track room for such a big eltr.

### KENTUCKY.

Olive Hill, Ky.—Fire that broke out about 11:30 p. m., Apr. 24, damaged the plant of the Olive Hill Mill & Feed Co., about \$10,000; partly insured.

### LOUISIANA.

New Orleans, La.—Exports of grain from New Orleans during the 8 months prior to May 1 consisted of 2,565,000 bus. wheat and 4,095,000 bus. corn; against 4,665,700 bus. wheat and 3,786,000 bus. corn for the corresponding months of 1907-8, as reported by W. L. Richeson, chief grain inspector New Orleans Board of Trade.

### MARYLAND.

Singerly, Md.—The hay and grain warehouse owned by James M. Naudain burned Apr. 26.

Baltimore, Md.—William R. Hammond, senior member of the grain receiving and exporting firm of Hammond, Snyder & Co., will retire from the firm in June, to give his attention to the banking business, having been chosen president of the Third National Bank of Baltimore.



Boonsboro, Md.—Boonsboro Coal & Grain Co., incorporated by Stanley P. F. Kline and Herbert A. Kline of Benevola and B. Clifton Warrenfeltz of Boonsboro; capital stock, \$5,000.

Baltimore, Md.—In answer to the complaint by the chief engineer of the Pennsylvania Railroad that the new grain eltr., at Canton had not been utilized the grain men have given out a statement showing that the railroads have repeatedly enforced embargoes against the shipment of grain to the port. "As recently as September last there was an embargo on oats to Baltimore via Pennsylvania Railroad lines, against the earnest protest of the entire grain trade of this city. The admitted insufficient capacity of the local eltr., at Calvert Station then caused the overflow to be unloaded in the export eltrs. for temporary storage. The Baltimore Chamber of Commerce not only protested against the placing of the embargo, but after its imposition frequently urged its removal."

Baltimore, Md. — The Baltimore Chamber of Commerce has asked the Interstate Commerce Commission to reopen for further hearing the case of the Chamber of Commerce against the Pennsylvania Railroad for alleged illegal deductions for scaleage on grain loaded out of its eltrs. In the petition rehearing filed by John B. Daish, Arthur George Brown and R. E. Lee Marshall it is alleged that the Commission in its former decision erred in findings of fact and on questions of law, having ignored evidence that in handling grain the loss in weight is infinitesimal. The practice of the railroad company has been to issue a certificate for the full weight of the grain as unloaded from car or boat, but to note thereon the amount of the deduction that will be made for scaleage when the grain is to be loaded out.

## MICHIGAN.

Vicksburg, Mich.—Robert Jenkinson is building an eltr.

Tremont, Mich.—We contemplate installing a scourer.—Wolters Bros.

Waltz, Mich.—I have sold my eltr., to Ludwig Krzyszek.—Joseph Waltz.

Marlette, Mich.—I want to install a new seed cleaning mill.—H. W. Wilson.

Hanover, Mich.—I have succeeded Markham & Newbury.—F. W. Newbury.

Fenton, Mich.—Jas. Tampion will rebuild his mill this season.—Fred Welch.

Parma, Mich.—W. S. Dunbar, is out of the grain business here.—S. H. Godfrey.

Milan, Mich.—We have sold out to F. G. Hasley & Co.—Carpenter & Kalmbach.

Filion, Mich.—This year we will build a 15,000-bu. eltr., here.—The Wallace Co.

St. Johns, Mich.—R. D. Bergen has succeeded Stone & Burgess.—John F. Parr.

Three Oaks, Mich.—Jas. L. McKie is not now in the grain business at this point.

Wayland, Mich.—Walbrecht & Pickett are now out of business and their eltr. is idle.

Napoleon, Mich.—H. C. Green is out of business; and I handle beans.—E. L. Griffin.

Imlay City, Mich.—Wm. McCallum has closed out his eltr. business and is buying wool.

Monroe, Mich.—The G. R. Hurd Eltr. Co. is going out of business.—Amendt Milling Co.

Oxford, Mich.—We have succeeded P. Ensley & Co.; deal in beans only.—Ensley & Bellaire.

Onondago, Mich.—C. C. Willis has succeeded Willis Bros., and is the only grain dealer here.

Unionville, Mich.—We have bot the eltr., of the Saginaw Milling Co.—J. H. Kemp & Co.

Milford, Mich.—Potts & Cate are no longer in the grain business here.—Weaver & Watkins.

Buckley, Mich.—A. E. Wilson of Bay City is considering putting in a feed mill and a grain eltr.

Green Oak, Mich.—Eltr. removed to Clare, Mich., and no grain dealer here.—J. D. McLaren & Co.

Sherwood, Mich.—W. W. Gates has succeeded Geo. H. Seymour. C. Harber is an irregular dealer.

Cedar, Mich.—Billman & Sons are the regular dealers. J. Nolan has no warehouse and is irregular.

Decatur, Mich.—I disposed of my grain business last fall. My successor is Roy Bond.—T. Trowbridge.

Grindstone City, Mich.—We are installing a No. 5 Monitor Separator in our eltr.—The Wallace Co.

Deckerville, Mich.—John Blower has gone out of business. John Leitch handles hay.—B. M. Green.

Ruth, Mich.—We own the eltr., that has been operated by the Ruth Eltr. Co.—Badaxe Grain Co., Badaxe, Mich.

Linden, Mich.—Fred Middlesworth does not handle any grain here; his business is wool and fur.—Chas. Price.

Forest Hill, Mich.—L. B. Leonard will probably build a small eltr. here this season.—Claude H. Ester, Shepherd, Mich.

Pompeii, Mich.—Jas. Anstey, a scooper, is constantly injuring other dealers. Geo. L. Jessup is the only regular dealer here.

Collins, Mich.—J. D. McLaren & Co., will remodel and improve their eltr. with some new machinery.—Geo. E. Knowles, agt.

Kinde, Mich.—In June we will remodel our eltr., making it the most complete in this section of Michigan.—The Wallace Co.

Portland, Mich.—The W. W. Lung Hay & Grain Co., is erecting an eltr. in Portland. The company also operates in Grand Ledge.

Chamberlains sta., Schoolcroft p. o., Mich.—We will overhaul our eltr. at this point and install new machinery.—W. J. Thomas & Co.

Clinton, Mich.—Richmond & Hause are the only regular grain dealers. Some scoop-shovel dealers here, but they do not cut much figure.

Bennington, Mich.—We do not operate the eltr. here at the present; it is run by the Stockbridge Eltr. Co., of Jackson, Mich.—Albert Todd Co.

Boyer, Mich.—We have succeeded the Boyne City Clay Products Co.; eltr. capacity, 15,000 bus.—The Manufacturing & Supply Co., of Boyne City.

Romeo, Mich.—Geo. Hosner does scoop-shoveling under direction of Frank Bishop of Almont, Mich. The regular dealers are Romeo Eltr. Co. and B. L. Chubb.

Mendon, Mich.—Ed. Riley is trying to scoop-shovel when there are carload lots to handle. W. P. Custard is not in the business; and the only regular dealer is G. H. Crawford.

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An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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255 LA SALLE ST. CHICAGO, ILL.

Uby, Mich.—Madill & Eilber are out of business. The Michigan Cereal Co., handling peas only, is enlarging its storage capacity and installing a cleaner in its plant.—Ben Eilber.

Pottsville, Mich.—Thomas Marshall buys for the Isbell-Brown Co., which has no machinery at this place, but does a scoop-shovel business only when beans and grain are moving.

Dundee, Mich.—We bot the site of Strong & Sons eltr., which burned years ago and our eltr. is now on the site. J. Strong has partly completed a flour mill at South Rockwood.—Michigan Milling Co., of Ann Arbor.

Perry, Mich.—W. O. Calkins and myself have sold out. The regular dealers now are Starks & Plunkett and Towner, Watkins & Hosmer. The latter are going to put in an eltr. in building I sold them.—H. A. Brown.

Dryden, Mich.—The Stockbridge Eltr. Co., of Jackson, Mich., has just obtained judgment for \$105.98, against Robert Booth, formerly a grain dealer at Dryden. This judgment was given to cover the full loss on a car of misgraded rye shipped in 1905.

Detroit, Mich.—Cash wheat continues scarce in Detroit. There have been several high bids made for stock but so far little success has been reported. Those dealers who have stock on hand absolutely refuse to disgorge at ruling prices and the consensus of opinion is that prices will go still higher.

Port Austin, Mich.—We are installing a No. 5 Monitor Warehouse Separator in our Grindstone City eltr., and will during the coming summer, remodel our Kinde eltr., making it one of the most complete houses in Michigan. Our eltrs. all are equipped with up-to-date machinery.—The Wallace Co.

Detroit, Mich.—The new grain brokerage firm of Ellair, Wellington & Co., composed of Alex. J. Ellair, F. H. Wellington and C. M. Curran, opened offices, May 10, in the Chamber of Commerce Bldg., to handle stocks and grain on a commission basis. The members of the firm are all well-known in the grain trade and have a large connection already established.

Jeddo, Mich.—The Richmond Eltr. Co., has bot the site of A. Bigger's burned eltr., and will build. Mr. Bigger is out of the grain business. The McMorran Milling Co., will build an eltr. and hay shed. Both the new eltrs. will be all new and up-to-date. These are the only two reliable concerns at Jeddo. Three irresponsible parties try to scoop-shovel.—John Jury, agt. Richmond Eltr. Co.

Melvin, Mich.—The hay sheds of A. J. Laidlaw burned Apr. 23; loss, \$1,500; no insurance; also the 3 hay sheds of Kerr & Diamond burned with a loss to the firm of \$6,000, on which they carried \$3,400 insurance; besides their loss 60 tons of hay stored for farmers burned. Fire supposed to have started from a heavily loaded locomotive that passed thru there a short time before flames broke out.

Detroit, Mich.—Beans are firm and lifeless with no change in prices. Oats are easy and dull with few buyers. Rye is firm but there is little doing in the market because of the small supplies. Corn offerings are small, in fact, have been so for weeks. There is practically no supply now. Eltr. stocks in Detroit are as follows: Wheat, 314,077 bu.; Corn, 144,053 bu.; oats, 82,797 bu.; barley, 2,688 bu.; rye, 12,681 bu.

Farwell, Mich.—The dam, by which our mill and eltr. is operated, went out, Apr. 19, causing about \$2,000 damage. We will replace it at once with a cement dam.—Fuller & Harris.

Detroit, Mich.—Dean R. S. Shaw, of the Michigan Agricultural College, is appealing to farmers to donate seeds to give the people of the burned districts, of Northern Michigan, a chance to get a new start in life. In many cases farmers were stripped of all their possessions and the liberal donations of people throughout the state shortly after the destructive fires of last fall was all that saved many from starvation. There is no fund to provide for the transportation of the seeds but some arrangement will probably be made with the railroad companies for delivering the supplies to Metz and other districts. In a letter Dean Shaw says in part: "We have just returned from a drive among farmers here and we find them in a very bad condition. They have no seed grain to sow for their spring crops. They have a good soil that will produce oats, peas, barley, clover, beans and potatoes. They have been hoping the legislature would send seed for their spring seeding but have got word that they cannot expect it for four weeks. That will be too late to do them much good."

Portland, Mich.—Insurance adjusters have settled with O. C. Allen for his loss on his eltr. burned Apr. 14. Mr. Allen supposed he carried \$6,000 insurance on contents; but an examination of the policies showed he had but \$5,000. The adjusters allowed him the full amount. Mr. Allen estimates his loss on contents at \$8,000. The building and machinery were insured for \$4,000, from which \$237 was deducted for the engine which was not destroyed. Workmen have begun clearing away the debris and getting the site ready to start building the new eltr. Meanwhile Mr. Allen will visit several other towns and look over the eltrs. to get pointers on construction for his own. Mr. Allen writes: "My new eltr. will be 24x36 ft. ground and 32 ft. high. First floor will contain a bean cleaner, a grain cleaner, a seed cleaner and other bean machinery. On the west end will be an addition 12x24, divided in center, making office, 12x12, and engine room of the same size to contain 18-h. p. gasoline engine. On east end will be an annex, 18x24; first floor bagging room; second, bean picking room. East of this a store room 32x50. Cement floor basement under 80 ft. of building."

## MINNESOTA.

Ivanhoe, Minn.—The eltr. of the Sleepy Eye Mlg. Co., has been closed temporarily.

Darfur, Minn.—The eltr. of the Western Eltr. Co., has been closed for the season.

Dassel, Minn.—Alfred Larson of Benson, Minn., will take charge of the eltr. of the Cargill Eltr. Co.

Eyota, Minn.—Dyar, Ingham & Armstrong are building an eltr.; 30x60 ft.; to be run by horse power.

White Rock (no station), Cannon Falls p. o., Minn.—Lindquist Bros. will build an eltr. in White Rock Twp.

Sherack (R. F. D., Euclid) Minn.—I am not now in the grain business and there is no one in my place, as the eltr. is closed and will remain so for some time.—John Vavrina, formerly agt. for the Thorpe Eltr. Co.

Mapleton, Minn.—W. J. Gregory and W. G. Gooding, of the Commander Mill Co., are considering building a 40,000-bu. eltr.

Luverne, Minn.—Emmett Maloney has bot from the heirs of the Jargo estate, the eltr. of K. W. Jargo, formerly operated by I. W. Brown.

Carlton, Minn.—The C. H. Shaver Grain & Lumber Co., incorporated by C. H. and J. B. Shaver and Hesper J. Newell; capital, \$50,000.

Kiester, Minn.—Elmer Steffenson will take charge of the business of the Independent Grain & Lbr. Co. He will move his family here from Briceyn.

Avoca, Minn.—The Plymouth Eltr. Co. has closed its house at this point until the next crop movement. I will be at LeMars, Ia., until August.—L. Luikens, agt.

Fergus Falls, Minn.—The Farmers Eltr. Co., is considering concrete construction for the new 80,000-bu. eltr. it intends to build. The only question is one of expense.

Luverne, Minn.—S. L. Chapin has resigned as mgr. of the Farmers Grain & Coal Co., to take a position as traveling representative of Seidl & Dalton, a Minneapolis grain firm.

Hadley, Minn.—Weakened during the winter months, the eltr. of W. A. Forsaith, recently dropped 4 ft. and collapsed, wrecking it so badly it is fit for nothing but kindling wood; loss, \$3,000. The eltr. contained about 11,000 bus. of grain, much of which was spilled on the ground below.

Montevideo, Minn.—A hot box on a wheat scourer started a fire at 1 o'clock in the morning of Apr. 24, that destroyed the 700-bbl. mill and the 65,000-bu. eltr. of the Montevideo Roller Mill Co., with about 8,000 bus. of wheat. Loss, \$65,000; insurance, \$44,000. The brick engine house, containing a new engine was saved, also the flour warehouse.

St. Paul, Minn.—The legislature has passed Bicknell's bill, H. F. 858, requiring railroads to report monthly in cases where rate reductions are being contested in court, all charges made in excess of the proposed reduction and to refund such excess in case reduction is held reasonable. Moonan's bill, S. F., making railroads responsible for fires caused by the operation of trains, has been passed, as was the uniform B/L act.

Duluth, Minn.—The Duluth Board of Trade on May 7 won the suit brot against it by the state to cancel its charter on the ground that it was an illegal combination in restraint of trade. The suit was brot by the attorney general after hearing evidence by the Farmers Exchange which alleged it had been denied membership because it had split commissions. The court said "An agreement or combination for the purposes of fixing and demanding the value of wages or other charges for personal services is not within the prohibition of the statute."

## MINNEAPOLIS LETTER.

The new tax on grain will apply every time the grain is put in store.

John N. Hokansen, of the John Hokansen Grain Co., of Hector, Minn., has applied for membership in the Chamber of Commerce.

The North Dakota officials have acknowledged the invitation by the Minnesota legislature that representatives of North Dakota sit with the boards of grain appeal, unofficially.



Altho the eltrs. contained nearly 12,000,000 bus. of wheat not a bushel was delivered on contract May 1. Holders believe the grain will be in demand by millers; and under the new law taxes will be paid on grain received into store regardless of the amount on hand May 1.

The Publicity Club will give a dinner May 11 to members of the Chamber of Commerce and among the speakers will be J. L. McCaull. H. V. Jones, Henry F. Douglas and John C. McHugh. The purpose is to make the members more familiar with the activities of the Chamber.

## MISSOURI.

Slater, Mo.—The Slater Milling Co. will remodel its eltr.

Gregory, Mo.—The Ruddick Co., has purchased a Hall Signaling Grain Distributor.

Kansas City, Mo.—Geo. A. Adams has been suspended from membership in the Board of Trade.

Marshall, Mo.—The Mose H. Land Milling Co. has let the contract for a 50,000-bu. steel eltr.

Sheridan, Mo.—I am thinking of building one if not two eltrs. this season.—E. W. McClelland.

Verona, Mo.—Fire damaged the eltr. of the R. C. Stone Milling Co., about \$2,000, on the night of Apr. 25.

Jefferson City, Mo.—The senate has passed Miller's house bill 306, allowing 48 instead of 24 hours for unloading grain from cars.

Carrollton, Mo.—Bosworth Grain, Eltr. & Live Stock Ass'n. incorporated; capital, \$3,850; incorporators, W. S. Culver, John A. Taylor, H. C. Helm and others.

Kansas City, Mo.—C. D. Babb has settled the claim of Geo. A. Adams against his Board of Trade membership and Babb has dismissed his suit against Adams, a compromise having been effected.

Kittery, Me.—The Atlantic Grain & Feed Co., incorporated; \$150,000 capital stock; incorporators, S. J. Morrison, Portsmouth, N. H., Horace Mitchell, M. G. Mitchell, Benj. Bunker and Albert Peavey of Kittery.

Hannibal, Mo.—Carter, Shepherd & Co. are increasing the storage capacity of their mill by adding another story to the entire building. When completed it will accommodate 75,000 bus. of wheat and about 6 cars of flour at one time.

Jefferson City, Mo.—Disregarding the protests by grain dealers and exchange members the Missouri senate on Apr. 29, passed the grain weighing bill prepared by the state board of railroad and warehouse commissioners by a vote of 19 to 5. The bill still has to pass the house and even then may be vetoed by Governor Hadley. The only object the promoters of this legislation have is to provide additional jobs for chronic feeders at the public crib. It will enable the irresponsible railroad commission to parcel out among the politicians a great many places on the pay roll. The burden of their support must be borne by the grain dealers directly and the farmers indirectly; and there has been absolutely no demand by grain dealers or farmers for the enactment of this bill or for state weighing. It is hoped that the house will kill the bill.

## ST. LOUIS LETTER.

On May 13 the Interstate Commerce Commission will again take up the matter

of terminal charges and allowances at East St. Louis and St. Louis.

The Big Four has given notice that it will discontinue the allowance for elevation on grain which is reshipped from eltrs. or mills at St. Louis and East St. Louis.

The Rogers Eltr., operated by Langenberg Bros. & Co., will be equipped with new legs, new conveyors and new cupola, by the Burrell Engineering & Construction Co.

St. Louis, Mo.—Eugene Smith, ass't sec'y of the Merchants Exchange, has looked back 55 years and found that the highest price for No. 2 red wheat was \$3.85 in Apr. 1867, and the lowest 47½ cents in July, 1894. The highest price for corn was \$1.60, in October, 1864, and the lowest, 17½ cents, in September, 1896. The highest price for oats was \$1.05, in December, 1864, and the lowest 15 cents, in June, 1896.

Wesley D. Sparks, for many years mgr. of the Sparks Milling Co., Alton, Ill., died at Waukesha, Wis., Apr. 20, after a long illness, aged 55. Several years ago his health failed and he retired from the active management of the Sparks Milling Co., that had been so successful the company's subsequent prosperity is due largely thereto. During his business activity in Alton and his connection with the St. Louis Merchants' Exchange, his genial disposition won him many friends among his wide acquaintance. Recently he had been improving, and his friends had begun to hope for his ultimate recovery.

## MONTANA.

Meysburg, Mont.—The Hawkeye Eltr. Co., will build an eltr. here.

Great Falls, Mont.—J. E. Helms will build a feed mill and 30,000-bu. eltr.

Billings, Mont.—The Billings Milling Co., will build an eltr. here and a chain of country eltrs.

Conrad, Mont.—J. E. Helms has begun the erection of a 30,000-bu. eltr., he expects to get completed by July 1. He will install an automatic scale and a feed mill in connection.

Billings, Mont.—Following the recent announcement of its getting control of some eltrs. and its intention to build others in eastern Montana, the McCaull-Webster Eltr. Co., has been filing copies of its articles of incorporation in the county seats required, showing the company organized in 1898 and incorporated under the laws of West Virginia, with headquarters in Minneapolis, where James L. McCaull and Douglas Webster reside.

## NEBRASKA.

Staplehurst, Neb.—We will repair our eltr.—W. S. Pool, Supt. Neb.-Ia. Grain Co.

Goehner, Neb.—Goehner Eltr. Co., has installed a Hall Signaling Grain Distributor.

Niobrara, Neb.—Jones Grain Co., has purchased a Hall Signaling Grain Distributor.

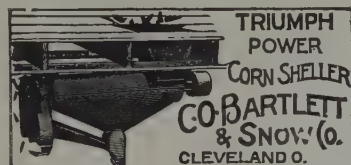
Tobias, Neb.—W. H. Taylor has sold his grain business and will move to Lincoln early in June.

McCool Junct. Neb.—We will probably build a new 30,000-bu. house at this point.—W. S. Pool, Supt. Neb.-Ia. Grain Co.

Mt. Clare, Neb.—The Updike Grain Co. has installed a new Sonander Automatic Scale in its eltr.—Giles Knopf, agt.

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**GRAIN DEALERS JOURNAL**  
255 La Salle St. CHICAGO, ILL.

Pauline, Neb.—The Updike Grain Co. recently installed a Sonander Automatic Scale in its house here.—John McCleery, agt.

York, Neb.—The M. T. Shepherdson Co., of Sioux City, Ia., has recovered judgment against the Wilson Grain Co. for \$9,559.

Clay Center, Neb.—W. H. Swanson is remodeling his eltr., putting in a Witte Engine, Barnard & Leas Cleaner and other machinery.

Cortland, Neb.—The Cortland Farmers Grain & Coal Co., has installed automatic scales in the eltr. it recently bot of the Omaha Eltr. Co.

Elgin, Neb.—A disastrous fire in the principal business block, Apr. 28, wiped out 10 stores, including that of the Cratty Lumber & Grain Co.

Omaha, Neb.—The alfalfa food mill at South Omaha operated by the M. C. Peters Mill Co. burned May 9. Loss, \$125,000; fully insured.

Brickton sta., Hastings p. o., Neb.—We put in an automatic scale Apr. 22, that seems to work very well.—Geo. Varns, agt. Updike Grain Co.

Omaha, Neb.—We expect to overhaul our eltr. this summer and add 500,000 bus. to our storage capacity.—W. S. Pool, Supt. Neb.-Ia. Grain Co.

Do you believe elevator owners of Nebraska can promote their common trade interests by co-operating thru a state ass'n? Let us hear from you.

Nebraska dealers will find more light on how to determine the amount of their taxable property by reading Letter published elsewhere in this number.

Lincoln, Neb.—The Lincoln Grain Co., has ordered 1,000 bu. per hour automatic Avery Scales to be installed in its houses at Crab Orchard, Ruskin and Shea.

Lincoln, Neb.—The Ewart Grain Co., has placed an order with the York Foundry & Engine Works, which represents the Avery Scale Company, for 3 automatic scales.

Omaha, Neb.—On account of the unfavorable season we are rather holding back on awarding the contract for our new eltr.—M. C. Peters, pres. M. C. Peters Mill Co.

Ponca, Neb.—I took possession Apr. 19 of the eltr. recently bot of Sam Bittenbender. F. McCabe will be manager of the remodeled house of the Anchor Grain Co.—John McQuillen.

Reynolds, Neb.—Elijah Filley is putting up a large eltr. He is installing a 20-h. p. Witte Engine and feed grinder. The complete equipment was purchased of York Foundry & Engine Works.

Omaha, Neb.—Harry E. Duval has been appointed sec'y of the Grain Exchange, succeeding E. J. McVann, who will manage the traffic buro just established by the Exchange and the Commercial Club jointly.

Muriel sta., Glenville p. o., Neb.—The only grain buyer here is the Farmers Grain & Supply Co., until July 1, '09; after that date the Stroman Grain & Supply Co., will do its own buying.—John Hoge, sec'y.

Milligan, Neb.—R. Wilkinson of Lincoln is erecting a large eltr. at this place. R. M. VanNess is doing the work and the complete equipment including Witte Gasoline Engine, scales, etc., has been purchased of the York Foundry & Engine Works.

Beatrice, Neb.—B. H. Conlee and R. S. Arthur have bot the eltr. of W. N. Spellman and will take charge of the plant when the new grain begins to come to market. Mr. Arthur has had valuable experience in the grain trade.

Nebraska City, Neb.—The Grain-Alfalfa Milling Co., that bot the starch works last winter, to convert the plant into an alfalfa mill, has a force of men at work remodeling. Pres. and general mgr., H. H. Hanks; Gilbert Hanks, sec'y.

Juniata, Neb.—The Juniata Grain & Live Stock Ass'n. is building a 20,000-bu. eltr., 30x30 ft. on the ground, 34 ft. to the square, full iron-clad on deep concrete hoppers with double concrete dump hoppers of 10,000 bus. capacity, equipped with a 12-h. p. gasoline engine, a Barnard & Leas Separator, a passenger eltr., a wagon and automatic scale, and two stands of eltrs., 6x11 buckets. G. H. Birchard has the contract.

Byron, Neb.—On complaint that the Farmers Eltr. Co. was a conspiracy in restraint of trade the court recently ordered the farmers to cut out the penalty of one cent on wheat and ½ cent on corn and oats sold by stockholders to outside buyers. The complaint was made Mar. 25, and the trial of the Farmers Ass'n. was set for Apr. 16. It was alleged that the illegal contract was made in January, 1906, that the intent was to monopolize the buying and control the trade in corn, wheat and oats in the southwestern portion of Thayer County and especially in the vicinity of the towns of Byron, Chester and Stoddard. Among the farmers alleged to have been members of the illegal combination are J. D. James, A. E. Helmer, K. P. Herald, Wm. Grueber, Wm. Fintel, and Wm. Davidson.

## NEW ENGLAND.

Boston, Mass.—The steamer Gloria de Larrinaga arrived at this port Apr. 26, with 318,000 bus. of Argentine oats for New York brokers.

Boston, Mass.—Flour dealers and cracker bakers of this city have begun a campaign to have the duty on wheat reduced to 10 cents per bushel. The committee directing the movement has taken headquarters in the Board of Trade bldg. and is composed of Frank R. Shepard and others.

Boston, Mass.—Edward E. Vinal, a well-known grain broker, committed suicide at his home in Dorchester, May 4. For the past few months he had been suffering from insomnia and was breaking down nervously. For many years Mr. Vinal had his headquarters at the Chamber of Commerce. He was the Boston representative of the E. R. Bacon Co. of Chicago for 20 years. He is survived by a widow and one daughter.

Boston, Mass.—We are indebted to Daniel D. Morss, sec'y of the Boston Chamber of Commerce, for a copy of the 23d annual report of the Chamber for the year 1908, containing the charter, by-laws, and trade rules of the Ass'n, together with tables of statistics and a list of members. During the year the grain inspection department received in fees \$8,057 and expended \$10,410. The statistics of the receipts and shipments of grain into and out of eltrs. are very complete and detailed, giving the amount of each kind of grain for each of the 12 months of the year. The report is well printed and is a credit to its compiler, Sec'y Morss.

## NEW JERSEY.

Newark, N. J.—Fire in the grain eltr. and the large 3-story brick warehouse, filled with foodstuffs, of Wilkinson, Gaddis & Co., Apr. 27, almost completely destroyed the building and caused a loss of \$125,000, fully insured. The fire started near an electric switchboard on the second floor. Flames shot out a considerable distance, ignited a heap of baled hay, and spread rapidly. This is the second disastrous fire in that plant within the month of Apr., the other occurring Apr. 5 and entailing a loss of \$125,000; and is the third destructive blaze the company has suffered in fifteen years.

## NEW YORK.

New York, N. Y.—Chas. Folcke has applied for membership in the Produce Exchange.

Brooklyn, N. Y.—The Globe Molasses Feed Co., incorporated to manufacture and deal in molasses feed; capital, \$5,000; incorporators, Frank G. Mintram, Charles B. Wardlaw and Mary T. Mangam.

Arcade, N. Y.—Wilson Land & Grain Co., incorporated to raise grain and other farm products, operate grain eltrs., and deal in cattle and hogs; capital, \$500,000; W. H. O. T., A. S. and L. B. Wilson.

New York, N. Y.—Henry G. Kress, having lost \$10,000 by the recent slump in the wheat market, made an assignment Apr. 24 to F. W. Lorch. Mr. Kress was formerly a bookkeeper for a grain firm and in 1905 started in business on his own account.

New York, N. Y.—The committee of the New York Produce Exchange having in charge the sale of its real estate holdings, and of which John P. Truesdale is chairman, has decided to sell 50,000 square feet of the 70,000 on which the Exchange building now stands, a building to cost \$1,000,000 being erected on the 20,000 feet retained. The sale will net \$6,000,000, of which \$5,000,000 will be divided among the 2,200 members.

New York, N. Y.—Five cargoes of oats are expected to arrive here soon from Argentina. A temporary eltr. to unload the grain is being constructed by Charles M. Tiffany, stevedore, who refused an offer by the company controlling the floating eltrs. to equip one of its eltrs. with a marine leg and handle the oats for 70 cents per ton. Mr. Tiffany asserts he is doing the work for half that. Mr. Tiffany's device consists of a frame lowered into the hold by the ship's winch, and containing an endless chain of buckets.

Syracuse, N. Y.—The Onondaga Grain Co. is a new concern, incorporated with \$10,000 capital, just starting in the grain business here. A. M. Cook, formerly with Churchill & Co., at Toledo and Buffalo, is president. C. E. Thompson, who has also been identified with the Churchill interests will represent the company in New York State. W. J. Ashton, formerly in the grain and milling business at Cooperstown, N. Y., is a director. A. J. Watson, formerly of Hill & Watson, Amsterdam, N. Y. is a director. The company will do a carlot business in grain and feedstuffs.

## BUFFALO LETTER.

G. Takats, of Chapin Bros., has been elected a member of the Buffalo Corn Exchange.

A permit to build a grain mill and eltr., valued at \$5,500, has been issued to the Hydraulic Milling Co.



Scott Grain Co. incorporated; capital stock, \$5,000; directors, Ernest L. Scott, John S. Embleton, and Harry F. DeCeu.

Grain shippers say that as yet they have not felt the effect of the strike on the lakes, but the number of boats tied up because they can not get crews is increasing, and the matter is liable to become serious.

The commission appointed to appraise the site of the old Watson eltr. which is to be taken by the city for a turning basis has made an award of \$56,000. The eltr. which occupied the site was destroyed by fire on Sept. 21, 1907.

Grain trade is quiet. Very little demand for any of the staple grains and with the exception of corn there is very little here to do business with. A great part of the grain that has come down by lake since the opening of navigation has been billed through to eastern points. Corn receipts by rail are light and only one cargo has come by lake.

On application by counsel for the company the court recently appointed A. L. Culver, L. M. Bass and Frank A. Abbott receivers of the H-O Co., manufacturer of cereal foods. The failure is said to be due to lack of capital. A year ago the company was reorganized. The receivers have been authorized to borrow \$200,000 to carry on the business during the process of reorganization. It is stated that the receivership proceedings were brot about to prevent any possible actions by other companies and to protect the interests of the stockholders during the reorganization.

Grain men are saying that Buffalo's future as a grain port has not been settled by the reduction of freight rates by the trunk lines. The Canadians are making a determined effort to hold the trade they gained last year, the Marine Ass'n even giving up its pet bill of lading to prevent grain from Fort William and Port Arthur from going to American tonnage and private advices from different Canadian points are to the effect that every reduction on this side will be met over there and that until the barge canal is finished it will be possible to make a rate here that the Canadians cannot meet.

George E. Pierce, manager of the Monarch Eltr., was one of the principal witnesses recently before the Public Service Commission in the matter of the Buffalo Terminal Railroad and in the course of his testimony made the charge that the Lehigh Valley and the Lackawanna railroads violated the Interstate commerce laws in refusing to accept shipments at published tariffs, mentioning 110,000 bus. of wheat which the roads would not accept from his eltr. but which they would take from any eltr. on the Buffalo Creek Railroad. Much testimony has been given before the commission by grain shippers in favor of the new railroad, as they claim that under present conditions grain shipments through Buffalo are greatly delayed owing to the inability of the railroads to take care of all the business that is offered during a busy season.

Fire ate out the interior of Eltr. A of the Husted Milling & Eltr. Co. Apr. 28, destroying about 200,000 bus. of grain and causing a loss of \$200,000, as estimated by E. M. Husted; fully insured. The eltr. was about 120 ft. high. It contained machinery for loading and unloading grain on cars, and was used as a transfer house for all grain coming over the Nickel Plate. Its 200 employees will be thrown out of employment temporarily until the building can be razed and re-

built, which will be done as quickly as possible. Firemen were kept busy for days pouring water into the heated grain. At the height of the fire there was only one window from which flame shot forth. This is attributed to the fact that the covers to the bins were of cement. The big mill north of the burned eltr. escaped damage. It contained more grain than the eltr.

## NORTH DAKOTA.

Mooreton, N. D.—O. I. Sethre will be local mgr. for the Andrews Grain Co.

Zenith, N. D.—The Shepard Eltr. Co., intends to build an eltr. here.

New England, N. D.—The Mandan Mercantile Co., of Dickinson, will erect an eltr.

Loma, N. D.—Chas. Morton has taken a position as local agent for the Atlantic Eltr. Co.

Milton, N. D.—S. C. Tollefson has taken charge of the eltr. of the Duluth Eltr. Co.

Upham, N. D.—Hall & Steiner have sold their eltr. to the St. Anthony & Dakota Eltr. Co.

Bathgate, N. D.—I am no longer in the grain business. C. G. Bauer, former agt. for Thorpe Eltr. Co.

Backoo, N. D.—I am now out of the grain business.—S. Gudmundson, formerly agt. of the National Eltr. Co.

Streeter, N. D.—The Independent Eltr. Co., is the name of the farmers' company that bot the eltr. of the Lyon Eltr. Co.

Ross, N. D.—M. C. Graham of Stanley is planning on building a large eltr. here this summer.—J. N. Campbell, agt. Victoria Eltr. Co.

Brinsmade, N. D.—I have bot the eltr. and coal sheds of the Monarch Eltr. Co. at this point and will open for business in a short time.—F. W. Bowman.

Cleveland, N. D.—The Cleveland Farmers Eltr. Co., incorporated, \$25,000 capital stock. Incorporators, W. F. Mashimo, W. R. Hills, Chas. Colton and others.

Fairdale, N. D.—T. A. Cameron has disposed of his interest in the eltr. owned and operated by T. A. Cameron & Co., to his partner, Oliver Knutson of Michigan, N. D., and has purchased an implement business at Crystal, where he will move his family soon.

Bowesmont, N. D.—The Duluth Eltr. Co., has sold its eltr. to Banker Soals, Garnett Bros. and some farmers, who will operate it under the name of the Farmers Eltr. Co. The supposition is that Mt. Soals will be the grain buyer, as he is an old grain man.—H. L. Dorn, agt. Gt. Western Eltr. Co., Pittsburg, N. D.

Grand Harbor, N. D.—The St. Anthony & Dakota Eltr. Co., closed its house here, Apr. 1. Agent U. E. Curry has gone to farming near Edmore, N. D. The Farmers Grain Co., closed its house in December. The Grand Harbor Farmers Eltr. Co., has the only eltr. now open in this field.—U. E. Curry, Edmore, N. D.

Northwood, N. D.—P. Helland is again agt. for the St. Anthony & Dakota Eltr. Co., at this place. He has succeeded O. Brooten, who has taken a position with the same company at Upham, N. D. The Andrews Grain Co. closed its house here the first of the month, and will not open it until fall. Its former agent, Jacob Knutson, is engaged in farming.—F. P. Haan, agt. Heising Eltr. Co.

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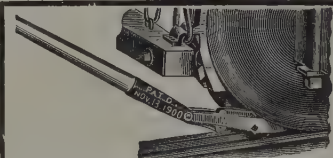
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Pittsburg, N. D.—The Andrews Grain Co., will put in a rope drive this season and make a few other needed improvements.—H. L. Dorn, agt. Great Western Eltr. Co.

Portland, N. D.—Geo. Enge, the Independent Eltr. man, has moved out on his farm. George makes a good looking hayseed. Our friend O. D. Patterson, agent for the St. Anthony Eltr. Co., calls himself a farmer, has 160 acres of the very best. The Federal Eltr. has been closed for this season. Sam Barkley, the agt., has been elevated to foreman on the John Wyman farm near Hillsboro, N. D. Sam has made a good move. The Farmers' Eltr. of this place will install a new set of wagon and shipping scales this summer. H. B. Bornemann, mgr., has been to Minneapolis and to Hallock, Minn., visiting his family the past 10 days. Sam Bun, mgr. of the Mayville Farmers' Eltr. Co., has been out to the coast, Seattle and other points, enjoying a pleasure trip. Mr. Lee, mgr. for the Hatton Farmers' Eltr. Co., has been on a short business trip to the cities. Mr. Iverson of Galesburg, has resigned his position with the Farmers' Eltr. at that place and accepted a position in a Montana Bank.—H. B. Bornemann, mgr. Farmers Eltr. Co.

## OHIO.

Williamstown, O.—We expect to overhaul our eltr. some this season.—Pore & Bowers.

Toledo, O.—Jesse W. Young has left the Paddock-Hodge Co., to go with the Toledo Grain & Milling Co.

Columbus, O.—The Gwinn Milling Co. will build a large reinforced concrete eltr. similar to the one they are now using.

Toledo, O.—D. E. Parsons of the Travis-Emmick Co., has been admitted to membership in the Produce Exchange.

Naomi, O.—A scoop-shoveler is operating here, bidding 4 cents more than corn is worth. The only regular dealer is the Naomi Grain Co.

Williamstown, O.—The Heffner Milling Co. of Circleville, is overhauling its eltr. here intending to double its capacity.—Heffner Grain Co.

Toledo, O.—Major D. N. Bash, at one time in the grain business, died recently at Pass Christian, Miss., where he had been spending the winter.

Portsmouth, O.—Stockholders of the Portsmouth Cereal Co., met May 4 to wind up its affairs. The plant was sold some time ago to Judge Bannon.

Cincinnati, O.—The Chamber of Commerce will send inspectors to various points to instruct shippers as to the requirements of the Cincinnati market.

Cincinnati, O.—Louis W. Foster and 5 others indicted on the charge of using the mails to defraud in the conduct of alleged bucket shops, have been found guilty.

Cincinnati, O.—Work on the 50,000-bu. transfer eltr. of the Interstate Grain Co., which was stopped a year ago, has now been resumed by the Burrell Engineering & Construction Co.

Stony Ridge, O.—Since buying the eltr. here last November we have built a warehouse addition and added a 3-pair high roller feed mill and are shipping car lots of feed.—Elliott & Beasley.

Middle Point, O.—C. C. Laman, W. C. Scott and Vane Scott have bot the eltr. of Felger Bros. They took possession Apr. 28. C. C. Laman will move his family into the village from his farm.

Cincinnati, O.—After shattering the heavy safe of the Cincinnati Hay & Grain Co. by means of nitro-glycerin, early in the morning of Apr. 24, burglars obtained only about \$3 in pennies. The work was that of experts. This office was burglarized last year.

Toledo, O.—Railroads here do not permit inspection unless shipper indorses on the order B/L the words "inspection permitted." By thus indorsing the B/L and having the agent place it on the way bill also the shipper will suffer no delay in the handling of his property.

Norwood, Sta. H., Cincinnati, O.—B. W. Wasson, a well-known grain dealer and a member of the Cincinnati Chamber of Commerce, is seriously ill at his home in this suburb. Altho Mr. Wasson will be 80 years old in August, he has been attending to business regularly every day.

Rockford, O.—Mosier, Frisinger & Sons are building a 50,000-bu eltr. on plans by Burrell Engineering & Construction Co. The equipment will include 57-h. p. electric motor, 6-roll mill, Clipper Cleaner, Monitor Cleaner, Western Sheller, Monarch Corn Crusher, 2 chain feeders and 4 stands of eltrs.

Deshler, O.—The sheller in the eltr. of the Southworth-Rice Grain Co. was ruined by a scoop-shovel a farmer had left in a wagon load of corn delivered. On account of the damage to the sheller the company refused to pay the farmer, John J. Ross, for his 11 loads of corn; but he brot suit and on Apr. 30 was given judgment against the company.

Columbus, O.—We have been compelled to make a change in the date of our annual meeting to June 24 and 25, going on June 23 and returning on June 26. This will not conflict seriously with the Indiana meeting to be held on June 23, as our people can leave Indianapolis on the night of June 23 and be at Cedar Point on the morning of June 24.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n.

Toledo, O.—Toledo's contract grade of wheat will continue to be No. 2 red soft winter just as it has for many years. Toledo is really the only real winter wheat market in the country. There was a little talk about making No. 1 Northern spring a contract grade here, but at a meeting of the directors, May 5, it was decided that such a move *would not be wise*. Therefore if you buy or sell futures in Toledo it means No. 2 Red Soft winter.—J. F. Zahm & Co.

## OKLAHOMA.

Allie sta., Norge p. o., Okla.—I will build an eltr. at this point.—G. W. Thomas, Ninnekah, Okla.

Oklahoma City, Okla.—We have given up our Oklahoma City office.—H. C. Clark, now of Argenta, Ill.

Comanche, Okla.—We will improve our eltr. during the summer and overhaul it.—Comanche Grain & Eltr. Co.

Davidson, Okla.—We will add 12,000 bu. storage to our plant and put in new machinery.—Davidson Grain & Fuel Co.

Ninnekah, Okla.—I have sold my eltr. at this place to the Matthews-Linton Grain Co. of Chickasha.—G. W. Thomas.

Fargo, Okla.—The Higgins Mill & Eltr. Co. of Higgins, Tex., will overhaul and enlarge the eltr. here.—Wylie Norman.

Choteau, Okla.—We shall do some overhauling to be sure of capacity to handle the coming crop.—Chouteau Grain & Eltr. Co.

Sumner, Okla.—We have installed sheller and grinder and changed from gasoline to steam power.—Sumner Grain & Eltr. Co.

Pond Creek, Okla.—T. J. Holdridge of Kingman, Kan., has sold his interest in the Pond Creek Mill & Eltr. Co. to other stockholders.

Amoret, Okla.—Wirt & Lyons will put in scales for loading out at Amoret, Driftwood, Ingersoll and Lambert.—H. G. Heinicke, Amorita, Okla.

Dacoma, Okla.—Crowell Bros. have purchased control of an eltr. here and will take charge of the eltr. known as the Farmers Eltr.—A. W. Lewis.

Kingfisher, Okla.—We built a corn eltr. the past year and also put in a full stock of lumber and all kinds of materials.—Kingfisher Mill & Eltr. Co.

Cashion, Okla.—The Cashion-Lockridge Eltr. Co. incorporated; \$10,000 capital stock; incorporators, F. J. Beutler of Lockridge, and J. L. Crum and James Storm, both of Cashion.

Kingfisher, Okla.—S. T. Alexander is putting in a large chop roll. The Kingfisher Feed & Alfalfa Mills have let the contract for a larger grinder.—Kingfisher Feed & Alfalfa Mills.

Muskogee, Okla.—Geo. W. Noll of the Midland Mill & Eltr. Co. of Muskogee, has sold his interests in the Independent Grain Co. of Wichita, Kan., and will devote his entire time to the plant here.

Pocasset, Okla.—We have moved our headquarters from Pocasset to Chickasha. We are now starting our eltr. at Chickasha; and as soon as this is completed will start a line house at Faxon, Okla.—F. E. Moore Grain Co.

Quinlan, Okla.—I understand that the Alva Roller Mills of Alva, Okla., will build an eltr. at Quinlan, Okla., this season, but I am not certain. I am a new man at this point and have had a successful year and am well pleased with my investment of a new eltr. at Woodward.—O. W. Cox, Woodward, Okla.

Gage, Okla.—The Gage Roller Mill & Eltr. is changing hands. Geo. Baker and Alfred Clark will manage the mill and eltr. and expect to enlarge the eltr. and put in some machinery, rearrange the dump, build an office and put in new scales. J. B. Davis will go into the mill business elsewhere.—Geo. W. Grantham, miller.

Oklahoma City, Okla.—Remember the annual meeting of the Oklahoma Grain Dealers Ass'n at this city, May 19 and 20. The program appeared in this column Apr. 25. The grain dealers will join the millers on the evening of the second day at the banquet, the Oklahoma Millers Ass'n having arranged to meet at the same time.

Pond Creek, Okla.—Johnston & Brattan, whose mill and eltr. burned some weeks ago, have decided to begin the construction of an alfalfa mill as soon as they can get the material on the ground and buy the machinery. They intend to build a mill with capacity of 10 tons of meal per day, a moderate capacity to start and enlarge as the supply of alfalfa increases.

Marlow, Okla.—We will handle grain, especially snapped corn, having our own track and a complete up-to-date plant. We contemplate installing 50-h. p. steam plant and 20-h. p. gasoline engine. We will put in 20-in. rubber belting, 18x7 cups, for three legs, iron boots, shafting and scales, hopper or automatic. We have



incorporated with \$10,000 cash capital paid in; T. P. Martin, Jr., pres.; G. D. Brown, vice-pres. and R. C. Martin, sec'y-treas.—Martin Mill & Eltr. Co.

Oklahoma City, Okla.—I note the report that I have re-engaged in the grain business at Oklahoma City, and would say "I have not the slightest idea at this time of engaging in the grain business at Oklahoma City. I have never resided at Roosevelt, Okla. You do not know me and have never known me. You have formed your opinion of me from my bitterest enemies; who, if the truth were known, are the biggest scoundrels in the grain business. I have never tried to excuse myself for one mistake that I have made, but I have endeavored to the best of my ability to discharge my obligations. I came to Oklahoma and worked for \$50 a month, from Memphis, and built up a good business. I made a success of that business until I made contracts last season with Memphis and Nashville for 300,000 bus. of corn, the largest portion of which was refused on arrival "on account of grade," the market being down some 6 to 8 cents per bu. At the present time I have my eltrs. in Oklahoma and I have managed to make a settlement of practically every claim which my companies owe. I have outstanding on my books \$8,000 in account sales due me unpaid by the grain dealers of Oklahoma."—John Willis Dickson, pres. Roosevelt Grain & Eltr. Co., Hobart, Okla.

## OREGON.

Portland, Ore.—The Portland Flouring Mills Co. will erect a 125,000-bu. grain eltr. at the Albina Mills to handle bulk grain.

Portland, Ore.—A merger of the Portland Board of Trade with the Merchants Exchange is being considered, with a membership to be limited to men engaged in the grain, shipping and lumber trades. Pres. F. E. Beach says:

"The Board started with a strong membership, but the difficulty seems to have been that policies in certain matters were adopted that displeased some of the strongest supporters of the institution. These withdrew and naturally the receipts fell off. Expenses were not curtailed to correspond with the reduced receipts and the deficiency resulted. There has been considerable discussion of the formation of a new commercial exchange, and it is my personal opinion that it will be formed in time. Some of the big grainbuyers are strongly in favor of it, including Balfour, Guthrie & Co., Peter Kerr and others. Attempts at reorganization of the Board of Trade or the formation of a new exchange, however, will probably be delayed now until the financial affairs of the Board are straightened out."

## PENNSYLVANIA.

Pittsburg, Pa.—John D. Armstrong, a former broker and member of the Chicago Board of Trade, on Apr. 27 was convicted of embezzling the securities of his former clients.

Pittsburg, Pa.—Learning that bucket-shops were getting its quotations the market reports committee of the Chicago Board of Trade recently complained to the Western Union Telegraph Co. with the result that three of its higher officials at this city have been discharged for irregularities. One of their offenses was the holding back of the quotations after having furnished the figures to the bucket-shops.

Chambersburg, Pa.—Diehl, Omwake & Diehl will succeed the old grain and coal firm of Coyle & Diehl, July 1. Robert E. Coyle will then retire from active business life to take the rest he has well earned during 41 years' connection with this firm that has eltrs. here, and at Greencastle, Marion, Williamson, East Fayetteville and Richmond Furnace. The new firm will consist of Mr. Coyle's present partner, John A. Diehl of Marion, his son Geo. E. Diehl, and J. Edward Omwake, who has been with Coyle & Diehl for years.

## PHILADELPHIA LETTER.

E. A. Gillespie of the grain and feed firm of Passmore & Gillespie, died Apr. 28, aged 46.

At a meeting of the grain committee of the Commercial Exchange Apr. 30, rules were adopted to govern the inspection of grain. Unnecessary sections have been eliminated from the old rules.

The grain men propose a walking club, the limit to be ten miles a day, the official provender being the favorite food of the sleek skinned, wiry Arabs, dates, which are to be carried in the pockets of their "sweaters." Next!

The following have applied for membership in the Commercial Exchange: Clarence S. Woolman and George A. Wenz with the grain firm of S. C. Woolman & Co., and McKessick & Cannon, dealers in grain and feed at Oxford, Pa.

The Special Flour Committee of the Commercial Exchange will have a hearing at Washington, D. C., before the Interstate Commerce Commission and present the complaint against the railroad companies for alleged discrimination in favor of New York. A lively time is anticipated.

The bill passed by the last legislature, which has just been signed and made a law by the Governor, providing that all concentrated stock feeds must have a tag analysis meets with the approval of the trade here generally. The meritorious mixed and balanced ration feeds are welcoming this legal lime light.

The Commercial Exchange has adopted resolutions that the government make a treaty of reciprocity with Canada, by which all the products of that country shall be given entry into the territory of the United States upon the payment of tariff duties not exceeding those charged by the government of the Dominion upon similar articles that are the product of the United States.

Statistics show that Pennsylvania farmers are the best paid in the entire land. Their total returns on nine staple crops for the year past was \$170,415,840. The grain men here are proud of this record and are not wondering any more why Governor Stuart said, "Young men, go to the farm." The agricultural extension movement inaugurated the "farmers' special instruction trains" and is proving a great success.

During the month of April there was a very material decrease in the shipments of export grain from this port in comparison with the month previous, the loss being 661,218 bus. For April only 644,736 bus. went abroad from here and 78,759 barrels of flour went to Europe as against 132,414 barrels in March. From January 1 there was a falling off in export flour of 398,427 barrels, and during the same period wheat shipments decreased 2,289,450 bus., but corn forged ahead 2,039,395 bus.

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**Post Your Daily Grain Prices BLACKBOARDS**  
Wheat Corn Oats  
Let me furnish you my special Board at a very reasonable price ready to hang. Special for Brokers.  
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Don't ship your corn until you have had it tested for per cent of moisture

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At the biggest meeting the grain men ever held in the Bourse which crowded the grain floor, it was determined to memorialize Congress to reduce the tariff on wheat, so as to prevent the continuous corner speculative features in the primary market centers of the west, which have such a demoralizing effect upon the receiving trade and consumers. Over 100 of the leading grain and flour men of the city took an active part and reciprocity and a more liberal trade relation with Canada was strongly urged. The excitement was great and discussion pro and con came thick and fast, immediately following the wielding of the order gavel by President Scattergood. Just a week before some of the ultra stand patter protectionists tabled the movement, then it broke out afresh and swept everything before it with a loud chorus of ayes, and but six solitary noes, adopting these vigorous resolutions, which may be followed up with a strong delegation of grain men which will visit Washington.

### SOUTH DAKOTA.

Volin, S. D.—The Farmers Eltr. Co. will build a new eltr.

Kidder, S. D.—C. J. Mohn and G. Norman have bot the eltr. of J. F. Kelley.

Grover, S. D.—Carl Kraise has taken charge of the eltr. of the Hawkeye Eltr. Co.

Britton, S. D.—It is probable a mill will be built here this season by the farmers.—X.

Holabird, S. D.—The Atlas Eltr. Co. has material on the ground to build its new 25,000-bu eltr.

Cresbard, S. D.—The Farmers Eltr. Co. has advertised for bids for the erection of its new 70,000-bu. eltr.

Waubay, S. D.—Andrew Englehart has succeeded W. J. Marshall as buyer for the Farmers Grain & Fuel Co.

Waverly, S. D.—The Farmers Eltr. Co., has awarded the contract for its new eltr. to S. H. Tromanhauser.

Webster, S. D.—W. J. Marshall will build an up-to-date eltr. to be operated by the Webster Farmers Grain & Fuel Co.

Tyndall, S. D.—Wm. McBurney has sold his eltr. at this point to Matt. Weiser and has purchased the eltr. of Frank Dostal.

Verdon, S. D.—The So. Dak. Farmers Eltr. Co. will build a new, up-to-date eltr. of 20,000 bus. capacity, joining its present house, also a new office.

Montrose, S. D.—The Farmers Eltr. Co. has installed a 12-h.p. Lewis Gasoline Engine and a large cleaner, and is now in position to handle its large trade.—Carl Kjelmyr.

Bonesteel, S. D.—Farmers in this vicinity have organized the Farmers Co-operative Grain, Stock & Lumber Co.; capital, \$20,000; W. N. Redmon, pres. An eltr. will be bot or built.

Cavour, S. D.—Plans for a farmers' eltr. have been carried far enough to obtain ample funds for its construction. At a recent meeting of the stockholders, Otto Myers was elected pres.; L. Bloodgood, vice pres.; and A. Beales, sec'y.

Flandreau, S. D.—Jas. T. Bigelow has been appointed temporary receiver for F. J. Mead, who is said to have been doing too much business for his capital. The worry affected his health and he has been at St. Paul in a hospital. The eltr. is closed.

Plankinton, S. D.—Instead of building a new eltr., as contemplated, the recently organized farmers' company has bot that of A. A. Traux for \$4,000, and will take possession June 15.

Wallace, S. D.—Starting with a capital of \$6,600 Andrew J. Rieger has accumulated debts of \$234,000 in 2 years with a string of eltrs. in this state. The trustee accounts for \$116,000 in assets and \$40,000 in losses; but the \$78,000 difference between this total and that of the claims has disappeared E. S. Woodworth & Co., commission brokers of Minneapolis, are the largest creditors. Their claim is \$100,185.11.

### SOUTHEAST.

Georgetown, Del.—Seymore Macklin, a well-known miller and grain dealer, has formed a partnership with Charles Marsh to build a flour mill here.

Norfolk, Va.—S. D. Scott & Co., incorporated to conduct grain and hay business; capital, \$35,000 to \$50,000. S. D. Scott, pres.; W. C. Duncan, sec'y and treas.

Petersburg, Va.—The Virginia Feed & Grain Co., incorporated, \$6,000 capital stock. Incorporators, I. V. Parham, pres. and treas.; S. B. Gill, vice pres., and J. P. Jackson, sec'y.

### TENNESSEE.

Nashville, Tenn.—The Knox Grain Co., which bot the plant of the Samuels Eltr. Co. to take possession Jan. 1 next, already operates the plant under lease.

Dyersburg, Tenn.—H. A. Klyce, who recently completed a new re-inforced mill and eltr., has gone into voluntary liquidation. He is said to be selling oats to Southeastern consumers at a low figure.

Nashville, Tenn.—The erection of a 10-story office building to cost \$500,000 was broached at the recent annual meeting of the Nashville Grain Exchange, in a speech by H. H. Hughes, who demonstrated that the business done at this market warranted the investment in a home for the dealers. A committee was appointed to investigate the feasibility of building. During the past year the membership in the Exchange increased from 56 to 69, and 25,000,000 bus. of grain was received. The officers elected for the ensuing year are: Pres. Byrd Douglas; first vice pres. John H. Bell, of the Bell-Duff Commission Co.; second vice pres. W. J. Miller, of Miller & Co. board of directors, H. H. Hughes, Charles D. Jones, Albert Rothschild, Alex C. Harsh and F. E. Gillette.

### TEXAS.

Blessing, Tex.—The Love & Cobb Grain & Implement Co. has entered the grain, seed and implement business.

Munday, Tex.—The Knox County Eltr. Co. has succeeded L. P. Davidson Grain & Coal Co. and are members of the Texas Grain Dealers Ass'n.

Sherman, Tex.—A warehouse of brick, two stories high, will be erected by the C. B. R. Smith Milling Co., which recently bot the flour mill.

Waco, Tex.—We are now rebuilding our plant with brick. The first building, 50 x 100 ft. will be completed this week.—H. H. Crouch Grain Co.

Amarillo, Tex.—Grain men and the Chamber of Commerce are forming a Board of Trade to receive the market quotations and arrange for grain inspection here.

Fort Worth, Tex.—To set the time and place for the next annual meeting of the Texas Grain Dealers Ass'n., a meeting of the executive committee was held here May 4 at the call of Pres. Hughes.

Umbarger, Tex.—The Canyon Coal & Eltr. Co. will build an eltr. at Umbarger this spring. New eltr. will be put in here by Early Grain & Hay Co. and Rex Perkins Co.—Amarillo Grain & Coal Co., Amarillo, Tex.

Houston, Tex.—The Railroad Commission of Texas has under Circular No. 3059 issued Apr. 7, authorizing the M. K. & T. Railway of Texas to absorb switching charges accruing at Houston on all shipments of grain and cotton seed products handled by it into Houston and mill-ed-in-transit or given transit at that point.

Amarillo, Tex.—Ground was broken May 1 for our new eltr. Our warehouse will be 50x165 ft. on the Santa Fe, with a total capacity of about 75,000 bus., equipped with 4 electric motors, Richardson Automatic Scales, and ample machinery for cleaning and grinding. It will be strictly up-to-date in every respect, handling capacity, 1,500 bus. per hour.—Early Grain & Hay Co.

Texas City, Tex.—The issuance of bonds aggregating \$1,000,000 has been announced by the Texas City Company; the money to be spent, when the securities are sold, for the improvement of facilities at the mainland port. The company proposes to build fire-proof grain eltrs. with a capacity of 6,000,000 bus, 3 additional discharge warehouses and 5 additional storehouses, the 8 buildings to aggregate a length of about 5,000 ft. Pittsburg and Great Lakes interests largely control the Texas City properties.

Galveston, Tex.—Exports from Galveston to European ports from Sept. 1, 1908, to May 1, '09, were 4,777,005 bus. of wheat and 7,480,932 bus. of corn, compared with 7,846,756 bus. of wheat and 5,323,752 bus. of corn during the corresponding period of 1907 and 1908, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade. These figures compared with those of last month, published in this column, Apr. 10, show a remarkable condition; not a bushel of export wheat left Galveston all last month.

Fort Worth, Tex.—As the Oklahoma Ass'n fixed its dates "right in the middle of the week" it prevents us from holding our meeting the same week, as the members of our Ass'n who desire to attend their meeting could not return in time to get to our meeting, as it will not be held in Fort Worth this year. The executive committee fixed June 4-5 as the time for our meeting, but did not select the place. The selection of the place will not be made until after May 15.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

### UTAH.

Cache Junction, Utah.—A. J. Brown of the Minneapolis Steel & Machinery Co., has brot on 18 steel workers to build the new steel eltr. for the W. O. Kay Co. of Ogden, that will be the largest grain eltr. in the state. Work will be rushed to complete the building by Aug. 1.



## WASHINGTON.

Spokane, Wash.—The Washington Grain & Mill Co., will build a 3-story warehouse to cost \$30,000.

Rockford, Wash.—The grain warehouse of the Kerr-Gifford Co., recently was slightly damaged by fire.

Seattle, Wash.—Seattle Grain Drying Co., incorporated by Samuel Hyde, Andrew Hemrich, and Fred Hemrich; capital, \$10,000.

Adrian, Wash.—The Dry Coulee Union Grain Co., incorporated by Claude Forey, J. W. Wood, I. M. Slaten and others; capital, \$2,000.

Tacoma, Wash.—To escape the expense of weighing and inspection under the new law some of the large warehouse companies contemplate purchasing grain under the stipulation that they do their own weighing and testing.

Wilbur, Wash.—The Grain Growers Warehouse Co., an organization of farmers, has been incorporated, and will build a warehouse in time to store and handle this year's crop of grain. Wm. Lauritzen, pres.; R. P. Short, secy. and treas.

Valley Grove sta., Walla Walla, p. o., Wash.—Fire supposed to have been started by a drunken tramp dropping a lighted match, destroyed an eltr. and two grain warehouses, Apr. 19. One warehouse was owned by Mrs. James McInroe; the other warehouse and the eltr. belonged to the Pacific Coast Eltr. Co. Loss, about \$10,000.

Olympia, Wash.—Superintendent Reed and State Clerk McCallum will travel to sell the 3,000,000 grain sacks made at the state prison, and remaining unsold. This action was decided upon after a conference between Governor Hay and the state board of prison control. The price will be 6 cents delivered at any station. Mr. Reed will tour eastern Washington in an auto and meet the farmers.

Walla Walla, Wash.—The machinery has been installed in the new plant of the Walla Walla Alfalfa Meal & Feed Co., which is now ready for operation. Within a few yards of this mill is another large one in process of construction by John Bachtold and associates, which will have a daily capacity of 300 tons, and is expected to be completed ready for operation early in the summer. The buildings are nearly finished and the machinery has arrived.

## WISCONSIN.

Welcome, Wis.—The Cargill Co., has bot the warehouse of Charles Heckman for \$900.

Ashland, Wis.—The firm of H. D. Ewer & Co., is in the hands of creditors.—J. B. Mathews & Co.

Diamond Bluff, Wis.—The American Society of Equity has let the contract for its new eltr. to Geo. Thom.

Lena, Wis.—I am now using a 10-h. p. gasoline engine in my eltr.; but expect to put in a 20-h. p. for next fall.—J. N. Bassett.

Deansville sta., Marshall p. o., Wis.—I am going to improve my warehouse some this season. Present capacity, 4,000 bus. I haven't any kind of machinery in my place.—E. M. Strasburg.

Bay City, Wis.—The Farmers Grain Co., will have to do some repairing on its house before it can handle any grain this fall. There is some talk of a new eltr. being built this summer, but nothing definite yet.—W. E. Tucker.

Fox Lake, Wis.—H. Clausen & Co. have sold to the Milwaukee Eltr. Co.—H. Clausen.

Eau Claire, Wis.—For many years we operated the Lakeside Eltr.; but we sold the plant several years ago and it has been closed ever since. We understand it has been purchased by the American Society of Equity and will be operated by that ass'n. the coming fall. The Northwestern Flour & Grain Co. began doing business in this city last year.—Chas. L. Allen, pres. Allen Land Co.

## MILWAUKEE LETTER.

The quality of the corn received in this market this season has been very exceptional. A minimum number of hot cars.—A. A. Breed, Inspector.

A. R. Templeton has been appointed a member of the Committee on Memberships, to fill the vacancy caused by the resignation of S. W. Tallmadge.

So far as feed is concerned we are about \$2.00 per ton out of line. Other countries, mostly Argentina, are able to supply the demand at this difference in price.—Hottelet & Co.

At their recent annual meeting the Wisconsin State Millers Ass'n elected J. P. Horton of Grand Rapids, pres., R. W. York of Portage, vice pres., and E. J. Lachman of Neenah, sec-treas.

"The Fallacy of Prohibition" was fully discussed by L. G. Wheeler at the regular monthly dinner of the Mnfrs. and Dealers' Club at the Plankinton House April 31st. He argued that there must be co-operation between the brewers, distillers and temperance people.

E. J. Furlong and Robt. Eliot have been appointed a committee on "Anti-option" bills, to keep in touch with efforts along this line in the State Legislature. Mr. Furlong, who is also a member of the Merchants & Mnfrs. Assn., has been appointed a member of the legislative committee of that body.

Sam Tallmadge has vacated his offices on the first floor of the C. of C., and taken offices with A. Flertzhelm & Co. on the fourth floor, No. 405. The C. of C. Clearing Assn. has moved into the office vacated by Mr. Tallmadge, while their office in turn, No. 204, has been taken by W. J. Armstrong & Co.

The B. of D. have appointed as a committee on Commerce and Manufactures the following: Geo. H. D. Johnson, F. D. Hinkley, Washington Becker, Gustav Pabst, Robt. Nunnemacher, Albert Zinn, J. E. Friend, R. G. Butler, Wm. DeWolf, J. H. Koopmeier, Frank W. Smith, Anton Asmuth, S. H. Hoff, L. J. Pettit and Jos. W. Simpson.

Milwaukee members of the National Assn. of Master Bakers have been advised of the adoption by the organization of resolutions asking Congress to prohibit trading in "futures" on wheat and other food products, and have been asked to use their influence with Senators and Representatives in securing the passage of the measure, which is known as the Scott bill.

Memberships in the C. of C. are selling at \$175 net to the buyer. Application for membership has been made by J. S. Dousman, Herbert C. Hinklev and Wm. Young, Jr. Transfer applications have been received for the memberships of the late John I. Johnston, Chas. A. Chapin, John Foley, Jr. Members recently admitted are L. Limdauer, Kaukauna and Alfred J. Steffen, Sheboygan.

[Continued to Page 605.]

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PER HORSE POWER

The

"1905" CYCLONE



Saves one half the power  
required to drive the fan.

Manufactured Exclusively by

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Jackson, Mich.

## Grain Carriers

Construction of branch lines north and south from Melville, Sask., is soon to be begun by the Grand Trunk Pacific.

The ice blockade between Lakes Superior and Huron at Sault Ste. Marie was broken Apr. 26, releasing nearly 100 ships.

Contracts have been let for building the 162 miles of the Nebraska, Kansas & Southern Ry. from Garden City, Kan., to Stockton.

A uniform B/L for the Dominion of Canada will be decided upon by the Dominion Transportation Commission at a conference May 20 with the railway and shipping interests at Ottawa.

A committee of the Illinois State Senate has completed work on the bill appropriating \$20,000,000 for the construction of the proposed deep waterway from Chicago thru Joliet and southwest.

Union grain shovelers are unloading vessels at the Buffalo elevators, tho the boats carry non-union crews. The shovelers are said to be restive and if a demand were made upon them by the striking seamen would likely quit.

A fight is expected immediately after harvest between the Open River Transportation Co. and the Harriman lines for the grain traffic originating in the vicinity of Lewiston, Idaho. The Open River Co. has made a sharp reduction in rates.

Freight terminals for the enlarged Erie Canal are to be investigated by a commission authorized by the New York legislature which has just adjourned. The terminals are to be situated at Oswego, Whitehall and a number of points as well as at Buffalo and New York.

To annul the order of the Interstate Commerce Commission regulating the transportation of flaxseed between Britton, S. D., and Red Wing, Minn., the Chicago, Milwaukee & St. Paul Ry. has brot suit. The commission reduced the rate from 26.5 cents to 15 cents.

The Illinois Traction System, electric, is expected to handle 5,000,000 tons of freight during the next 12 months. Freight is interchanged with the Eastern Illinois and the Rock Island. The system has 30 electric locomotives, but only 25 box cars, and operates over 500 miles of road between Chicago and St. Louis, its lines reaching some good grain territory.

It is feared that the attempt by the Boston & Albany road to eliminate the differential allowed Baltimore on grain will be followed by a rate war, as the Baltimore & Ohio railroad officials declare that the differential, which is authorized by the Interstate Commerce Commission, shall be maintained. It is felt that Baltimore is entitled to the 2-cent lower rate because it is nearer to the grain fields.

The commodities clause of the Hepburn act was deprived of its force by a decision of the Supreme Court of the United States, May 3, to the effect that the provision of the commodities clause relating to interest, direct or indirect, does not embrace an interest which a carrier may have in a producing corporation as the result of the ownership by the carrier of stock in such corporation irrespective of the amount of stock which the carrier may own in such corporation, provided the corporation has been organized in good faith.

In the complaint by the Valley Flour Mills against the Santa Fe the Interstate Commerce Commission recently decided that the rate on wheat from Hutchinson, Belpre, and Pawnee Rock, Kan., to Phoenix, Ariz., should not exceed \$1 per 100 lbs., and the rate on flour should not exceed the wheat rate by more than 12 per cent.

May 1 ushered in the biggest strike of seamen on the Great Lakes. As in past struggles when both sides felt confident the beginning has been without violence. The employers declare they can hire all the non-union crews they need, and several boats are making their regular trips with non-union men. Relying on the strength of their unions the men last season showed a disposition to disobey orders; and, as the maintenance of discipline is essential on shipboard, the owners are in this fight to stay. The Anchor Line yielded to the union and was suspended from the Lake Carriers Ass'n. The strike embraces the seamen, firemen, oilers, cooks and stewards.

Demurrage charges are held to be legal in a recent decision by Interstate Commerce Commissioner Lane. It is held that the law does not require a carrier to give its cars and tracks under any terms for use as warehouses or places of business after allowing a reasonable time for unloading cars, and carrier may impose such charges for further detention as will lead

to the speedy release of its equipment. A carrier has a right to impose such charges at its terminal as will render that terminal available for the purpose for which it was intended. The imposition of higher track storage charges at one terminal than at other points does not constitute undue discrimination in view of the substantial dissimilarity of conditions.

The Dominion Marine Ass'n at a meeting Apr. 21 decided to abandon the clause of the B/L, limiting the boat's liability for grain shortages. This action came as a result of the firm stand taken by grain shippers. While the Canadian vessel combination was in session a telegram was received from G. J. Desbarats, deputy minister of marine, that American vessels were contracting for grain at Fort William without the clause and that "this will divert trade from Canadian ports and should be met by Canadian vessels." After a warm discussion the Ass'n wired the Lake Carriers Ass'n at Detroit releasing the American vessels from the agreement to enforce the clause. Hereafter the carriers will guarantee full outturn at destination.

Waterway enthusiasts will not relish some of the truths disclosed by the preliminary report of the Inland Waterways Commission. The report shows that to date 2,444 miles of state and private canals, representing a cost of \$81,000,000, have been abandoned. The commission

## Chain Drag Feeder.

Two styles of chain drag feeders known as "A" and "B" have been recently designed and manufactured for the grain trade. Style "A" as illustrated, consists of cast head with shafts, take-up screw and bearings, rake-off with shaft, sprockets and bearings, end sprockets with shafts and bearings, 30' M. O. Chain with special attachments, 10 ft. bottom box with cast-iron lining to fit chain, and 10 ft. return box with wrought iron track. Style "B" shown herewith is the same as style "A" except the wood bottom box and return box are not furnished by manufacturers.

The cast-iron boxes for the sprockets on the drag head are stationary and require no extra posts for take-up sprockets. The take-up in the head is adjustable, so the sprocket may be adjusted without any changes in the boxes. The yoke and rake-off have stationary, combined, bearings for the lower sprocket. The rake-off is adjustable to any degree. The timbers to hold the cast-iron head and

yoke are perpendicular, when the drag chain is on the incline. Two timbers only are required to support the head and yoke. This is the principal feature of the drag chain feeder, and one which is recognized as advantageous by users. The timbers shud not be less than 4 x 4.

The drive may be attached to the lower shaft with yoke, or shaft in cast head, this depending upon direction of drive. It is immaterial which way the drive counter runs. The cast head with take-up can be put on opposite end of drag when it is not necessary to drive from the sprocket. The two sprockets on back end of drag are also on yoke with bearings combined. All iron bearings are babitted.

A very important feature of the drag is the cast-iron lining for the bottom of the drag. The drag chain fits snugly in this and keeps drag clean. When the drag is used for different kinds of grain it prevents mixing. The two styles are manufactured by The Philip Smith Mfg. Co.



Style "A."



Style "B."



states that in many cases railroads are probably carrying goods at less than cost for the purpose of shutting out water competition. "It is evident that in such cases an increase in the rail rate would be an advantage to all concerned," it is declared, "for it would restore certain bulky traffic to the waterways, where it economically belongs, and leave the railway equipment available for traffic properly moving by land, and at the same time making possible a reduction of other rail rates by cutting off business done at a loss and by increasing the volume of profitable business."

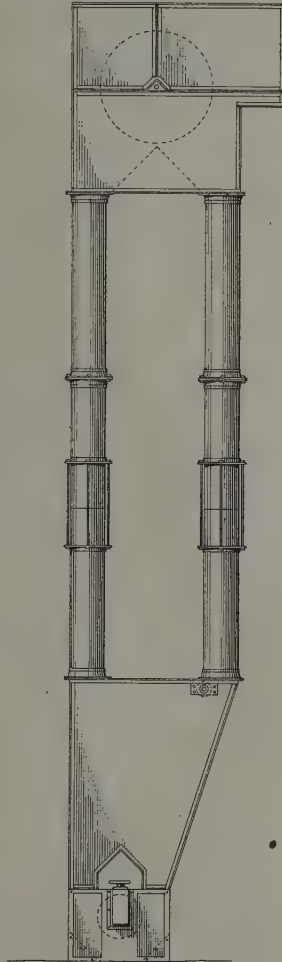
The decision of the Supreme Court on the commodities clause of the Hepburn act is interpreted by Attorney-General Wickersham as follows: It prohibits the transportation by railway companies only of commodities owned in whole or in part by such companies at the time of transportation, and it does not prohibit them from transporting commodities manufactured, mined or produced by them, previous to such transportation, which are not owned by them at the time of transportation, and further it does not apply to transportation of commodities owned by other corporations in which the transporting railroad company has a stock interest, although Congress has the power to extend the prohibition to the last mentioned cause if it shall see fit to exercise it. It, however, sustains the principle contended for by the government that Congress has power to prohibit a carrier from carrying in competition with other shippers commodities which the carrier owns or in which it is interested. It operates at once to prevent any carrier from transporting any commodity which it owns at the moment of shipment and it confirms in Congress power to extend that prohibition to the carriage of commodities owned at the time of shipment by a corporation in which the carrier has a stock interest.

As the \$2 charge for reconsigning cars of grain went into effect May 1 the following letter of protest was sent to the Pere Marquette, Nickel Plate, Lake Shore, Michigan Central, Wabash, Erie and Grand Trunk by Wm. M. Richardson, chairman of the transportation committee of the Philadelphia Commercial Exchange: On behalf of the members of the Commercial Exchange, permit me to state that this organization protests against the enforcement of the charge of \$2 per car for the privilege of reconsigning cars after their arrival at Eastern holding points. Lines in the Central Freight Ass'n have been favored by us with an unusually large amount of business, and we are very much disappointed to learn that tariffs have been filed by them with the Interstate Commerce Commission, effective May 1, restoring this charge. You are probably aware that a joint committee representing the Boston, New York, Baltimore, Buffalo and Philadelphia exchanges recently appeared before the Central Freight Ass'n at one of its regular meetings and protested against this action. It is now my desire to officially make this protest for the protection of the members of this association, who might be compelled to pay this charge, in case action (which is now under consideration) is taken some time in the near future to recover moneys that might be extorted by your company.

A \$5,000,000 judgment against E. L. Harper, the last asset of the failed Fidelity National Bank, will be sold May 17 at Cincinnati, the last echo of the Harper wheat corner.

## Self-Adjusting Elevator Leg.

The frame elevator which is alternately loaded and emptied of grain will settle. When the foundation is rock bottom or concrete piers, and the structure well braced, the settling is slight, but an ordinary elevator will give and take many inches as gravity rules the load. The movement of the elevator frequently gets



Self Adjusting Elevator Leg.

the line shafts out of plumb and causes friction, fire and trouble. The self-adjusting elevator leg is designed to overcome the natural sag of the building.

The steel elevator leg illustrated herewith is not only fire-proof, thus reducing the fire hazard, but it is so constructed that when the elevator settles, the telescopic joints will move within one another preventing the leg from cracking or warping.

The steel elevator leg is sold in joints of 10 feet each, by the Burrell Mfg. Co. It takes a short time to erect the leg and the manufacturers claim it is cheaper than wood because it will last longer, and reduce the danger from fire.

A fraud order has been issued against the Alaska Wheat Seed Grain Co., of Juliaetta, Idaho, by the Post Office Department.

# WARM WEATHER IS COMING and

With it a lot of out of conditioned grain.

❑ Can you handle it profitably?

❑ Not unless you have installed a conditioner and drier built on scientific principles.

❑ The ELLIS DRIER and CONDITIONER is built on scientific principles; that explains its unqualified success.

❑ Our machines for the small elevator are specially constructed.

❑ They are compact.

❑ Their cost is low.

❑ THEY USE COLD AIR ONLY, and can be placed in the elevator itself with no increase in the insurance.

Will you drop us a line and let us give you information?

**The ELLIS DRIER  
COMPANY**

**Postal Telegraph Building  
CHICAGO**

## Supreme Court Decisions

**Partnerships.**—A member of a commercial partnership may borrow money for the use of the partnership, and issue its note, without knowledge of his associates, who will be bound.—*Feigenspan v. McDonald*, Supreme Judicial Court of Massachusetts. 87 N. E. 624.

**Damages for Breach of Contract.**—Where a seller who had the right to make delivery at any time up to a designated date failed to deliver, the market price on the designated date must be taken into consideration in determining the damages.—*Stahr v. Hickman Grain Co.*, Court of Appeals of Kentucky. 116 S. W. 784.

**"Combination."**—To show a "combination" in violation of the anti-trust statute, it is necessary to prove that the combination was entered into for the purpose of increasing the price of an article above its real value or depreciating the price below its real value.—*Stahr v. Hickman Grain Co.*, Court of Appeals of Kentucky. 116 S. W. 184.

**What Law Governs B/L.**—Where a contract for the transportation of potatoes was made and partly to be performed in Iowa, its validity and interpretation of the obligation must be governed by the laws of that state, though the shipment in reaching its destination might be carried into or through Illinois.—*Coats v. Chicago, R. I. & P. Ry. Co.*, Supreme Court of Illinois. 87 N. E. 929.

**Fire from Railroad Engine.**—Though, in an action for loss by fire alleged to have been caused by sparks from a locomotive engine, the burden is on plaintiff to prove by a preponderance of evidence that the fire was so communicated, it need not be shown that any particular engine was at fault, and the evidence may be wholly circumstantial.—*Byers v. Baltimore & O. R. Co.*, Supreme Court of Pennsylvania. 72 Atl. 245.

**Revocation of Arbitration.**—A submission to arbitration cannot be revoked after the award of the arbitrators has been prepared and signed by them, and the parties have been notified that it is ready for delivery upon payment of the fees and expenses of the arbitrators, even although the award be not sealed as required by the terms of the submission.—*Ivins v. Ivins*, Supreme Court of New Jersey. 72 Atl. 94.

**Shippers Presumed to Know Rates.**—Where a carrier has promulgated its rates under the interstate commerce law, and has complied with the statute by filing a copy of the schedule with the commission, deposited a copy with its agent, and posted copies in two conspicuous places in the depot, shippers are presumed to know the existence of the schedules and the rates contained therein.—*Mires v. St. Louis & S. F. R. Co.*, St. Louis Court of Appeals. 114 S. W. 1052.

**Delivery by Carrier.**—Where the B/L provided that unless the word "order" was written thereon immediately before or after the name of the party to whose order the freight was consigned, the carrier might deliver without requiring the production or surrender of the B/L, and that word was not so written thereon, the company could deliver the property without a surrender of the B/L.—*St. Louis & S. F. R. Co. v. Mayer Bros. Co.*, Supreme Court of Kansas. 100 Pac. 623.

**Delivery to Connecting Carrier.**—Although a permit issued by a steamship company designated March 4th as the date on which certain goods were to be delivered on the wharf for shipment, a railroad company transporting the goods to the wharf had no right to disregard the express directions of the shipper that the goods should be delivered on the wharf in the forenoon of such day, and to rely on the statement of

such permit; and where the railroad company delivered the goods in the forenoon, and they were refused by the steamship company on account of lack of room on the vessel, the railroad company was liable to the shipper for resulting damages.—*White v. North German Lloyd S. S. Co.*, Supreme Court of New York. 113 N. Y. Supp. 805.

**Pooling Crops.**—Act March 21, 1906 (Acts 1906, p. 429, c. 117) as amended by Act March 13, 1908 (Ky. St. 1908, Sec. 3941a), making it unlawful for an owner of a pooled crop to sell it without the pool agent's consent, does not authorize punishment of an owner who pooled tobacco under an agreement to take it to a specified point beyond the state for storage, and who sold it at that point, though he intended to so sell when he entered the pool.—*O'Bannon v. Commonwealth*, Court of Appeals of Kentucky. 113 S. W. 907.

**Mandamus to Furnish Cars.**—In an action in mandamus to compel a railway company to furnish cars for a shipper, the proof established that the relator desired to ship his hay in car-load lots, that he had repeatedly requested the carrier to furnish him cars for said purpose, and that it had failed to do so. No reasonable excuse was shown for such conduct. Held that a peremptory writ of mandamus in favor of the shipper and against said corporation was proper.—*Luben v. Chicago & N. W. R. Co.*, Supreme Court of Nebraska. 120 N. W. 163.

**Sale by Warehouseman.**—A mere warehouseman with whom cotton is stored to be held for the owner, and who makes advances and retains the cotton as security for the debt, cannot, in the absence of a contract otherwise providing, sell the cotton until after the maturity of the debt, and then only at public sale to the highest bidder, after giving notice for 30 days to such owner of the intention to sell. If there be a special contract, then the parties will be governed by its terms.—*Whigham v. Fountain*, Supreme Court of Georgia. 63 S. E. 1115.

**Suit Against Telegram Company.**—The law governing a contract with a telegram company to transmit a message from a point in one state to a point in another is the law of the state where the message is received for transmission, but, if a tort is committed by failure to promptly deliver the message after it has been received at the point to which it was transmitted, the right of action for such tort grows out of a violation of the laws of the state to which the message was sent.—*Fox v. Postal Telegram Cable Co.*, Supreme Court of Wisconsin. 120 N. W. 399.

**Shipper's Assent to Limitation of Carrier's Liability.**—Under the express provisions of Hurd's Rev. St. 1908, c. 114, Sec. 96, a common carrier cannot by stipulation or limitation in the receipt given for property for shipment limit its liability, unless it be shown that the shipper understood and assented to the limitation, and when the contract containing the limitation is the B/L constituting both receipt and contract, the burden is on the carrier to show that the restrictions were assented to by the shipper.—*Coats v. Chicago, R. I. & P. Ry. Co.*, Supreme Court of Illinois. 87 N. E. 929.

**Validity of Demurrage Law.**—Laws 1907, Act No. 193, p. 453, § 1, requires railroad companies to furnish cars, within six days of the filing of an application therefor by shippers, absolutely and unconditionally, and imposes a penalty for failure to comply with the requirement. Section 17 provides that interstate railroads shall furnish cars on application for interstate shipments the same as other cars are to be furnished by interstate railroads under the act. Held that, as the act refers to shipments each one of which would be either interstate or intrastate, and consequently either for the application of the federal law, or free from its provisions, there would be no confusion in enforcing it as to either interstate or domestic business alone, and hence, though it were void as to interstate business, it could be enforced within the state as to domestic business.—*R. H. Oliver & Son v. Chicago, R. I. & P. Ry. Co.*, Supreme Court of Arkansas. 117 S. W. 238.

**Construction of Demurrage Rules.**—A Circuit Court of the United States has jurisdiction to determine in the first instance the question of the indebtedness of a shipper to a railroad company for demurrage, under the rules adopted by the company and filed with the Interstate Commerce Commission, where it depends on the construction and not upon the reasonableness or unreasonableness of such rules, although the latter question is primarily one for the commission.—*Central R. Co. of New Jersey v. Hite*, U. S. Circuit Court, Eastern District of Pennsylvania. 166 Fed. 976.

**Arkansas Reciprocal Demurrage Law Valid.**—That Laws 1907, Act No. 193, pp. 454, 463, §§ 1, 17, requiring railroad companies to furnish cars within six days of application therefor made the duty to furnish cars absolute, and did not expressly provide for reasonable defenses to be interposed, did not render it unconstitutional, since the whole law is not in the legislative act, but in the Constitution and higher rights of property, and a failure of a railroad company to furnish cars under the act would merely establish prima facie a breach of duty, which would not preclude the right to set up such defense as would excuse or justify the failure.—*R. H. Oliver & Son v. Chicago, R. I. & P. Ry. Co.*, Supreme Court of Arkansas. 117 S. W. 238.

**Telegram Delay.**—A provision printed on a telegraphic message blank that "to guard against mistakes or delays the sender of a message should order it repeated; that is, telegraphed back to the originating office for comparison," and that unless so repeated the company shall not be liable for "mistakes or delays in the transmission or delivery or for nondelivery" beyond the amount received, is a reasonable and valid part of the contract made when a message is delivered for transmission on such blank; but it does not relieve the company from the duty to send an unrepeated message with reasonable promptness, nor from liability for damage caused by negligent delay in transmission alone, and which could not have been prevented by repeating it.—*Box v. Postal Telegram-Cable Co.*, U. S. Circuit Court of Appeals. 165 Fed. 138.

**Measure of Damages for Telegram Error.**—Where a telegram company through negligence in the transmission of a message has caused the price of a commodity to be misquoted to a proposed purchaser who accepts the offer, and the mistake in price is discovered after shipment, but before there has been delivery of the commodity, and the proposed purchaser then refuses to accept it at the price quoted erroneously in the telegram, the owner of the commodity would ordinarily be entitled to recover against the telegram company for its negligence the difference between the market price of the commodity at the place from which it was shipped (not exceeding, however, the contract price at which the owner proposed to sell it in the telegram as delivered to the telegram company), and the best price to be obtained in the exercise of ordinary diligence at the place to which the commodity was shipped, plus any incidental expenses such as transportation charges for the carriage of the article to this latter point; but, if the owner of the commodity knows that this difference will exceed the cost of reshipping the article to a point where it can be sold without loss, his recovery will be limited to what would be the freight charges and other expenses for the round trip.—*Western Union Telegram Co. v. Truitt*, Court of Appeals of Georgia. 63 S. E. 934.

**Construction of Demurrage Act.**—Demurrage Act, April 12, 1905 (Laws 1905, p. 110, § 5 [Ann. St. 1906, § 1082-51]), gives shippers or consignees 48 hours for loading or unloading cars of less than 60,000 pounds capacity, and 72 hours for cars of 60,000 pounds or greater capacity, and imposes a demurrage of not more than \$1 per car per day on all cars not tendered to the company within those periods. Rev. St. 1899, § 1193 (Ann. St. 1906, p. 1005), providing a classification for freight, was enacted and became effective the same time as the demurrage law, and places lumber, laths, etc., in class G, and section 1194, Rev. St. 1899, as amended by Sess. Acts



1905, p. 102 (Ann. St. 1906, p. 1005), fixes a rate for freight in class G in car load lots of 30,000 pounds minimum weight, not exceeding five cents per 100 pounds for the first 25 miles, one-half cent per 100 pounds for the second 25 miles, etc. Held, construing the demurrage act in connection with the maximum freight rate statute, that the word "capacity" in the demurrage act did not refer to the estimated carrying capacity of the car, but to the weight of the load, so that the consignee of lumber weighing less than 60,000 pounds in a 60,000 pound capacity car, would be entitled to only 48 hours free time in which to unload. *E. R. Darlington Lumber Co. v. Missouri Pac. Ry. Co.* Supreme Court of Missouri. 116 S. W. 530.

## Type-Registering Beam for Small Scales.

The type-registering beam for recording weights from hopper scales used in terminal elevators has long been recognized as indispensable. The type-registering device has been practicable for use upon the ordinary wagon scale beam, only within the last few months. Heretofore the registering beam has cost almost as much as a new scale, and more than a poor one. The type-registering beam illustrated herewith is constructed on the Fairbanks principle of beams, used in terminal elevators on hopper scales, and the price is within the reach of country elevator operators, who desire a positive record of weights which is indisputable and ineradicable.

The type-registering beam has a beveled face, graduated and figured so the weights may be read in the usual manner. When the beam has been balanced a printed duplicating slip is inserted in the slot of the poise, and by pulling a handle the weight is impressed upon the ticket in plain figures. After the gross weight has been taken the tare weight is made by pressing a semi-automatic mechanism which inserts tare directly beneath the gross weight. The net weight may then be easily calculated and written under the imprinted figures. Only one operation by the weigher is required to secure a gross or a tare weight.

The grain ticket illustrated herewith

may be purchased in duplicating or triplicating form. The weigher may retain a record for his books, give one to driver, and where a shipment is made, the third record which is gummed, may be pasted to record of shipment.

## Books Received

**STATISTICAL ANNUAL** of the Cincinnati Price Current for 1909, containing grain trade and crop statistics and provision and beef trade exhibits, has just been issued by Chas. B. Murray, Cincinnati, O. Price, 25 cents.

**NATIONAL COUNCIL OF COMMERCE.**—The proceedings of the quarterly meeting of the executive committee of the National Council of Commerce at Washington Apr. 7 have been published by the Dept. of Commerce and Labor, Washington.

**ALFALFA CULTURE** is comprehensively considered in an 8-page circular of the Ohio Exp. Sta., by Professor C. G. Williams, who points out the reason so many farmers have been unsuccessful with alfalfa and suffered losses which might have been avoided. Circular No. 91, Ohio Exp. Sta., Wooster, O.

**SEED GRAIN.**—An elementary treatise on the selection, varieties and distribution of seed grain has been prepared by the Minnesota Experiment station for the use of growers of spring, winter and durum wheat, early and late oats, Canadian and western oats and barley, who would improve their crops, especially by the use of seed furnished by the Station and its seed growers. Bulletin No. 115, University of Minnesota. Agricultural Exp. Sta., St. Paul, Minn.

The National Good Roads Congress will hold its second convention May 18 to 22, four days at Baltimore and the last day at Washington. The Baltimore headquarters will be at the Merchants & Manufacturers Ass'n and the Washington headquarters at the New Willard Hotel.

Professor F. D. Fuller, the new chief of the federal cattle food and grain investigation laboratory, has declared in favor of a uniform feed law for the different states. That Mr. Fuller has a correct conception of the functions of government is shown by his advocacy of sampling and analysis under the police power of the state, the expense to be met by appropriations instead of tagging taxes which fall alike upon the just and unjust.

**Car Seals** Numbered, Firm name or initials on press die. Write

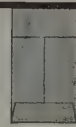


**Northwestern Car Seal Co.**  
25 South Jefferson Street, Chicago, Ill.

## AS THE WATERS

of the Ohio washes Cincinnati's southern boundary on its way to the sea so the grain produced in the Mississippi Valley is passing thru the hands of the Consolidated Grain & Hay Company on its way to the consumer. Put your grain in the channel which leads to top notch prices and good service.

**THE  
CONSOLIDATED GRAIN & HAY  
COMPANY**  
CINCINNATI, OHIO



## Grain Sample Envelopes

WRITE FOR

## Samples and Prices

We also make Envelopes  
of Every Description.

**HOGAN ENVELOPE COMPANY**  
86-96 E. Ohio Street CHICAGO

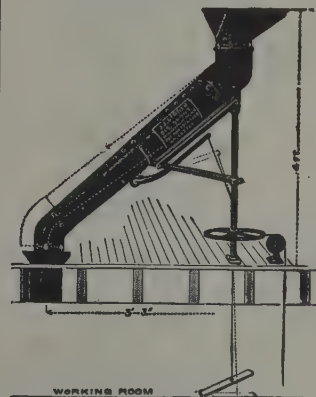


Type Registering Scale Beam.

19.			
BOUGHT OF _____			
LOAD OF _____			
GROSS	LBS.	PRICE	PER CWT.
TARE	LBS.	PRICE	PER BU.
NET	LBS.	DRIVER	ON. OFF
NET	BU.	Weigher.	

Duplicating Scale Ticket for Use with Type Registering Beam.

## ORDER THE No. 2



## GERBER IMPROVED Distributing Spout

And be convinced that it is  
the best spout you can secure  
for your elevator.

We make a specialty of mill  
and elevator spouting. For  
particulars write

**J. J. GERBER, MINNEAPOLIS, MINN.**

## Supply Trade

The Rock Island Plow Co. will handle gas engines manufactured by the Root & Van Dervoort Eng. Co. for the southwest trade.

A. H. McDonald, the Chicago gas engine man, shipped a car load of rebuilt engines to Minneapolis last week. He reports a large number of inquiries from the grain trade.

E. W. Wagner has issued a crop booklet giving specific data concerning the crop reports issued by the government, definitions of trading terms and other information of value to grain traders.

"The best service all the time" applies to the automatic pocket pencil Gardiner B. Van Ness is distributing among his friends, while it widens the range of his well known advertising trade mark.

While F. L. Cranson of the Huntley Mfg. Co. was traveling in the South he lost his pocket book in Beaumont containing five \$20 bills. He advertised for it and the pocket book was returned to him. It *does* pay to advertise.

Advertising is salesmanship. It is not art. It is not literature. The technique of designing and writing copy for advertisements should be subordinated to the purposes of the advertiser. He who creates the ideas is the real artist, and designers and writers should express his thoughts in their capacity of artisans.—*Mahin's Messenger*.

The Foos Gas Engine Co. recently secured an order for a 3 Cylinder Vertical Engine with Gas Producer complete, from the city of Bellevue, Iowa. As the gas producer system replaces a steam outfit the economy of purchasing such power is emphasized. The Foos Company reports a big business in producer plants among those requiring large h.p. It is also having a good demand for gasoline engines.

Fairbanks, Morse & Co. have issued general catalog No. 60. The book contains over 650 pages, profusely illustrated. Grain dealers interested in machinery will find the catalog the most comprehensive the company has ever issued.

Steel construction work for the grain trade should be stimulated by the low prices prevailing at the present time. The slump in business a year ago last October carried down prices of building material, and steel did not escape. Corrugated steel roofing and siding is about 8% lower in price than at this time last year. There is even a greater reduction where large quantities of steel is purchased for grain storage tanks.

An advertisement will get anywhere, and silently but surely reaches the seats of the mighty, and usually when the mighty are ready to receive its message. The visit is opportune. When you meet a buyer who has read your firm's advertising, and mention your line, he sits up and takes notice, simply because he knows something about your goods, and perhaps takes a little human pride in the fact that he is posted. A salesman for a large glassware concern told me that he often was introduced to his prospect, before he met him, through the advertising which his firm is doing. Some one has called advertising the "Glad to meet you" of business.—*Mahin's Messenger*.

Kansas City grain men have advices from Mexico that the new wheat crop is practically a failure.

Some northwestern senators want the grain drawback section of the Payne tariff bill amended to restrict the payment of drawback to the firm importing the wheat.

The Supreme Court of the District of Columbia on Apr. 30 declined to compel Sec'y of Agriculture Wilson to vacate his order for the beginning of prosecutions next June of millers and dealers in bleached flour.

## An Alfalfa Meal Mill.

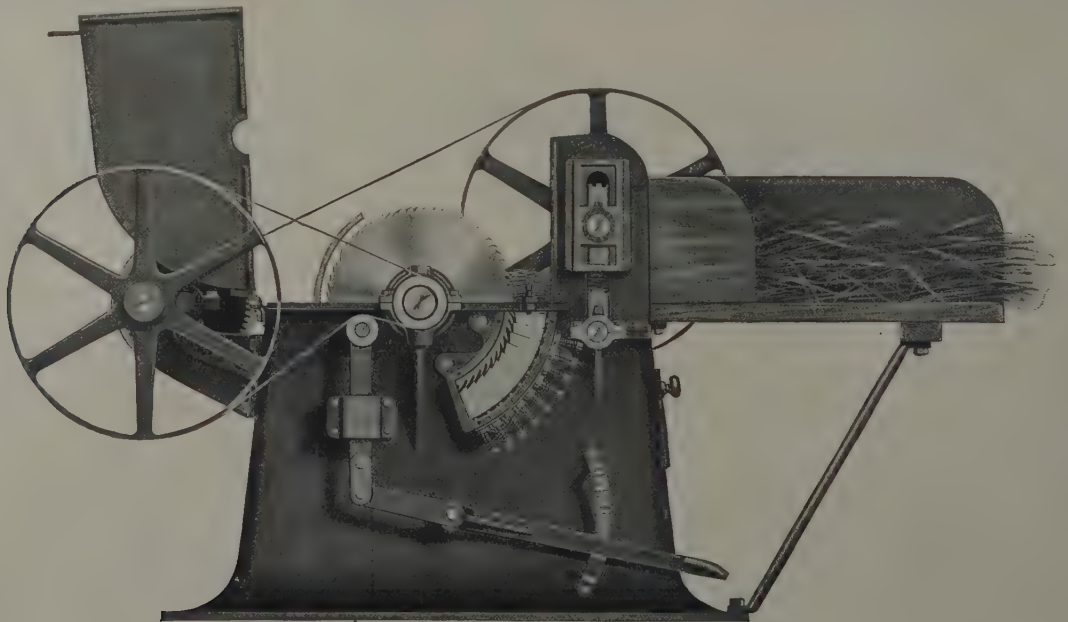
Alfalfa has come to stay. The plant yields from 3 to 5 crops per year, and has proved superior to red clover as a soil restorer. Alfalfa is an excellent stock food since it is rich in protein. It is most nutritious when ground. The demand for ground meal naturally developed the need for a machine requiring minimum horse power to operate it, at a reasonable initial cost for the grinding equipment. Many manufacturers have spent thousands of dollars endeavoring to make such a machine. The Wolf Company noted the problems which confronted the Alfalfa meal miller, sent an expert into the Alfalfa country to study the requirements of the industry, and after many months experimental work has produced the mill illustrated herewith.

The Wolf Alfalfa mill is simple and practical. Steel saws, about ½ inch apart, are fixed upon a steel shaft, which is set in a heavy, solid, cast iron frame. The number and diameter of the saws depend upon the size of the machine. Beneath the saws are adjustable chilled iron cutter bars, which regulate the coarseness or fineness of the ground product. A feeding table, corrugated feeding rolls and driving mechanism complete the mill.

The principle upon which this mill is made is that of an ordinary saw mill, except there are many saws instead of one. The saws are set at a slight angle, and with the aid of the adjustable cutter bars grind everything which comes before them. The mill does not crush the alfalfa but is said to clip it off neatly and make little dust.

The Wolf Company believes this machine will give uniform service from average elevator power. Repair expense is reduced to the minimum because the principal wear is upon the cutter bars which are inexpensive.

A bond issue of \$10,000,000 will be voted upon May 12 by stockholders of the Corn Products Refining Co.



Wolf's Alfalfa Mill.



## Gasoline Ignition.

The question of how to obtain the most efficient and reliable form of ignition, for gas and gasoline engines, is of the utmost importance. A universal interest has been manifested in the G. & M. Compression Igniter, a sectional view of which is reproduced herewith.

The section shown is taken through the center of the Igniter piston, timing lever and valve.

The gas under compression in the engine cylinder acts upon and raises the ignition piston "E." The passage way No. 3 is clearly shown, through which the compression finds its way from the engine to igniter cylinder. This passage-way is intersected by the valve "C" which can be opened, or closed, at will by the operator, by means of lever No. 12, which will respectively advance or retard the time of ignition. When the gas in the engine cylinder has been compressed enough to force a sufficient quantity through the valve, the igniter piston raises, and at the beginning of its upward stroke, closes the contact points, and at the completion of its upward stroke, it releases a hammer, which strikes the upper end of the movable electrode, causing the points to separate quickly. The igniter piston then remains, up until the explosion has occurred and the engine exhaust has opened, when it is forced downward by means of a spring.

This Igniter is of the hammer make and break type; it is absolutely self-contained and produces a spark superior to anything before shown for this purpose. It is suitable for all kinds of internal combustion engines.

No mechanical connection whatever is used with any moving part of the engine. It may be adjusted instantly to suit high or low compression. The spark may be advanced or retarded at will to a degree

of absolute accuracy obtainable on no other type of ignition. This is done by means of the valve "C" which restricts to a greater or lesser degree, according to the position of the valve, the amount of compression permitted to act on the piston, thus giving the operator perfect control of the time of ignition and affording ample leeway to suit all conditions of speed and load.

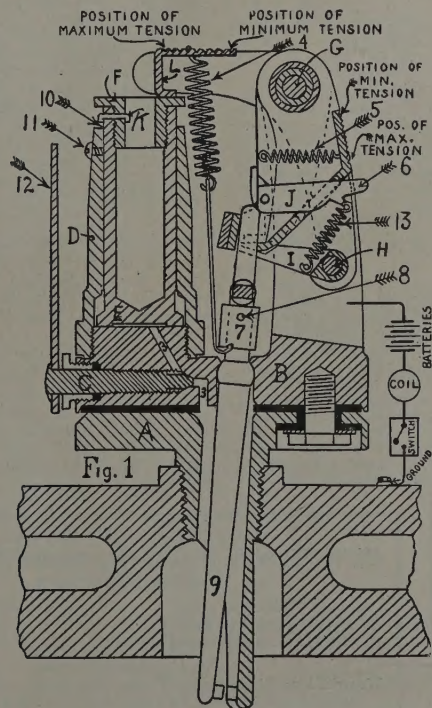
The results are: easier starting, greater power, steadier running, no mis-fires, less straining and jerking of the engine, and a great saving in fuel.

It is simple in both construction and operation and has fewer moving parts than the average mechanical make and break outfit and is designed so that it can be screwed in place of the hot tube, mechanical make and break, or jump spark plug.

The Metal Specialties Mfg. Co., Chicago, is the sole manufacturer of this device.

Sec'y Courcier of the National Ass'n has just returned to Toledo from a month's trip among the receivers of the Western markets with nearly a hundred applications for membership. It requires convincing arguments to induce some receivers to assist in the promotion of their own business interests. The next annual meeting of the National Ass'n will be held in Indianapolis Oct. 6-8.

The price of wheat is now a high one; indeed, if the Leiter year, 1898, be ignored it may be said in a general way that today wheat is dearer thruout the world than it has been for 25 years. The world's average price is now up to 41/- per 480 lbs., the former high points being 38/9 in October, 1907, and 50/5 in May, 1898; in making this statement we are not forgetting that occasionally special sorts of wheat have sold higher.—*Corn Trade News*, Liverpool.



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This book is for the use of the grain buyer in contracting with farmer patrons for grain. By recording agreements made for the delivery of grain bought, each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold ..... bushels of ..... at ..... per bu., to be delivered on or before ..... It also certifies that he has received ..... dollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/4". If you contract for grain you can not afford to be without these blanks.

Order Form No. 9. Price, 50 cents.

GRAIN DEALERS JOURNAL  
255 La Salle Street, CHICAGO, ILL.



## Patents Granted

**Conveyor Flight.** No. 919,419. (see cut) Wm. R. Clarkson, Tenino, Wash., assignor to Clarkson Washer & Nut Lock Co., Tenino, Wash. The flight comprises separate sections secured upon opposite faces of an inserted element. On each section are parallel longitudinal flanges flush with the bearing surface thereof, one of the flanges being disposed above the other.

**Conveyor.** No. 919,615. (see cut) Albert J. Meyer, Nazareth, Pa. The worm cas-

**Belt Conveyor.** No. 919,638. (see cut) Thomas Robins, New York, N. Y. This is an idler pulley structure for belt conveyors having two inner brackets, a pulley supported between them, auxiliary or side brackets each forming an extension of and removably mounted or secured to the end of the inner brackets. Inclined shafts are mounted in and extend outward from the side brackets and have pulleys mounted thereon. Means are provided for adjusting each one of the main or inner brackets to the side brackets.

**Snap Seal.** No. 919,315. (see cut) Edward J. Brooks, East Orange, N. J. The sheet metal seal part has a tubular rim provided with threading holes and forming a butt joint at its inner circumference, a flat part of resilient material being fastened in the butt joint and having a margin which projects within the rim and

anism on the screen, the screen extending partially around the cylinder from the apron to a point substantially at the top of the disintegrating cylinder, the latter and the screen serving conjointly to break up the material on the screen into pieces which, when sufficiently reduced, drop thru the openings in the screen. The initial grinding mechanism comprises an intercurrent toothed cylinder and toothed im-

### Death of J. G. Sharp.

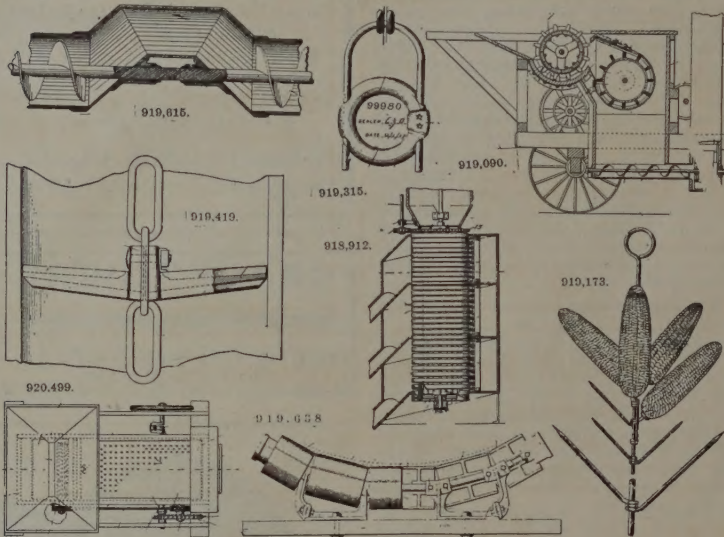
J. G. Sharp, the veteran Secretary of the Mill Owners' Mutual Fire Insurance Co. of Iowa, died suddenly, Monday morning, Apr. 27. He had started to walk to his office, when he was seized with fatal pains in the heart, which terminated his life soon after he returned to his home.

James Gaul Sharp was born in Turiff, Scotland, 72 years ago. At the age of 13 he was apprenticed to a miller. After he had served his apprenticeship he left his native home for Canada, where he became manager of a large flour and oat meal mill. In 1864 he moved to Illinois where he was engaged in the milling business. Three years later he crossed over into Iowa and started in the milling business for himself in Iowa City. While engaged in the milling business in Iowa City, he became imbued with the idea of a mutual fire insurance organization, and in 1875 organized the first association of its kind, the Mill Owners' Mutual Fire Insurance Co. Mr. Sharp was made President of the company. He had been President 4 years when he was elected Secretary, a position which he has since held with honor to himself and profit to the company for 30 years.

Mr. Sharp will generally be remembered as the organizer of the first exclusive flour mill mutual. Those who were favored with a personal acquaintance were always impressed with his gentleness of character. He was a careful, conservative, conscientious man and the great company he organized and perfected will feel his influence for a long time to come. It will always rest upon the splendid basis he built for it. Mr. Sharp is survived by a wife, four daughters and three sons. His son, J. T. Sharp, has been serving under his father as Asst. Sec'y of the Mill Owners' Mutual Fire Ins. Co. for many years and no doubt will succeed him as Sec'y.

About 30,000 bus. of wheat recently was shipped by water from New York to Galveston for the Wichita Falls Mill & Elevator Co., of Wichita Falls, Tex., the first shipment from New York to Northern Texas.

The "Crop Booklet" for 1909 has been issued by E. W. Wagner, giving condition comparisons for 10 years past and explaining how to convert the percentages into bushels. Figures on acreage, annual crop, March, July and August reserves give a comprehensive view of the crop situation.



ing consists of two straight lengths having a common axis and joined by a connecting section so formed that the common axis of the straight lengths is partially external to the connecting section. The worm shaft is supported externally to the connecting section and carries a worm in each of the straight lengths.

**Bean Sorter.** No. 920,499. (see cut) Ole Sutter, Isanti, Minn. A traveling belt or apron is provided with pockets having yielding bottoms, the pockets being formed by perforations in the belt and the yielding bottoms being afforded by springs attached at one end to the belt with their free ends underlying the perforations. Thus each pocket has its co-operating yielding bottom.

**Hanger for Ear Corn.** No. 919,173. (see cut) Lucien W. Hurr, Galesburg, Ill. From a hanger wire provided with a loop at its upper end are disposed a series of serrations alternately in different vertical planes. A series of pointed impaling prongs are arranged in pairs, the respective pairs meeting in coils at the centers of the respective pairs, the coils being flattened to form an oblong central opening adapted to engage the different sets of serrations.

is provided with cut away portions. The flexible shackle wire is constructed with ratchet barbs to interlock with the cut away portions within the tubular rim.

**Grain Grader.** No. 918,912. (see cut) Geo. H. Rich, Chicago, Ill. In combination with a grading cylinder having a series of outlet openings thru which the graded grain passes is a brush mounted adjacent thereto, with suitably supported pins for crowding the bristles of the brush into the outlet openings of the cylinder. The grading rings are spaced apart by hubs thru which rods pass for clamping the rings together. Ears extend in an angular direction from the hub to the ring, and the adjacent ears extend in opposite directions, whereby enlarged spaces are provided between the alternate ears for affording a free passageway for the grain between them.

**Alfalfa Reducing Machine.** No. 919,090. (see cut) Lewis W. Thompson, Osborne, Kan. The mill comprises a grinding mechanism for initially grinding the stock, a rotary disintegrating cylinder and a screen, and an inclined apron leading from the grinding mechanism to the screen for delivering the partially ground material or fragments of stock from the grinding mech-

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